Special “Comeback” Issue

Number 41’s a winner, and we’re not talking about Super Bowl XLI, though the Colts’ 29-17 victory over the Bears on February 4th still has the region smiling. Instead, we mean the 41st issue of the MPO’s official newsletter of the regional transportation planning process, teMPO.

It’s been a while since loyal readers have received an issue -- late summer 2006 to be exact. teMPO has been on hiatus while the region and the MPO itself have considered major changes and future challenges. This issue is a ‘comeback’ of sorts – a re-affirmation of the MPO’s mission to meet the present Certification Review Feedback

“We go through the process every three years, and we think it’s only valid that we share the results of the review in a very transparent way,” explains MPO Manager/Master Planner Mike Dearing, of his planning agency’s 2006 Federal Certification Review. “As always, we heard some very flattering things about our regional transportation planning process from the federal review team, and we also heard about areas they felt needed improvement,” he notes. “We welcome the compliments and especially the constructive criticism and want to share both here in teMPO. What better proof is there that we take the informed input and meaningful participation of our planning partners very seriously.”

cont on page 19, see Certification Review Feedback

DIReCTIONS 2007

“I tell people that it’s a rapid transit study, not a rapid study,” says Amy Inman, MPO Senior Planner and Project Manager of the rapid transit study DIRECTIONS since 2004. “A lot of people can’t understand how a study can take years” she says, “Transit advocates, who seem to be in the majority, are especially eager for results.”

DIRECTIONS, The Rapid Transit Study To Improve Regional Mobility, is back! In fact, it never really left. Though teMPO hasn’t reported on the rapid transit study since its Autumn 2005 issue, work on DIRECTIONS has continued to develop current, accurate ridership information that can now be used in a public evaluation of the remaining routes and technologies still being considered for a northeast corridor starter system.

As reported at the time, DIRECTIONS was extended following its June 23, 2005 public meeting,
ACRO-NYMBLE
Here’s a list of the agency and program acronyms mentioned in this issue. Refer to it to keep your understanding letter-perfect.
AA – Alternatives Analysis
ADA – Americans with Disabilities Act
AICP – American Institute of Certified Planners
AMPO – Association of Metropolitan Planning Associations
CAC – Citizens Advisory Committee
CBD – Central Business District
CIBA – Central Indiana Bicycle Association
CMAQ – Congestion Mitigation & Air Quality
DEIS – Draft Environmental Impact Statement
DMD – Department of Metropolitan Development
DPW – Department of Public Works
EPA – Environmental Protection Agency
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
HPMS – Highway Performance Monitoring System
IBC – Indiana Bicycle Coalition
IUPUI – Indianapolis International Airport
INDOT – Indiana Department of Transportation
IRTC – Indiana Regional Transportation Council
IRTP – Indianapolis Regional Transportation Improvement Program
ITS – Intelligent Transportation Systems
IUPUI – Indiana University/Purdue University at Indianapolis
LOS – Level Of Service
LPA – Locally Preferred Alternative
MPO – Metropolitan Planning Organization
MDC – Metropolitan Development Commission
MPP – Multi-Modal
Multi-Modal – balanced transportation system with integrated bike, pedestrian, and transit infrastructure
PPP – Public Participation Plan
PSC – Policy Steering Committee
RFP – Request For Proposal
RTS – Rapid Transit Study
RTP – Regional Transportation Plan
SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act – a legacy for Users
SASI – Social Assets Vulnerability Indicators
SR – State Road
STP – Surface Transportation Program
TAZ – Transportation Analysis Zones
TDM – Travel Demand Model
TE – Transportation Enhancement
TEA-21 – Transportation Equity Act for the 21st Century
TSM – Transportation System Management
UPWP – Unified Planning Work Program

QUESTIONS & ANSWERS

In Q & A, members of your MPO staff answer questions posed to them via voice mail, e-mail, regular mail or in-person. In this issue, MPO Manager Mike Dearing differentiates the MPO’s primary goal in transportation planning from the promotion of any single mode of travel.

I know the MPO recommends all sorts of regional transportation improvements, but I’m wondering why you have been emphasizing alternative forms of transportation for the last few years. I saw the MPO on the Circle during Bike-To-Work Day this year, and I know you’re bringing back the rapid transit study DIRECTIONS. And, you introduced your new Regional Pedestrian Plan at the last CAC meeting. Wouldn’t a few major roadway improvements do more to reduce traffic congestion than all of these put together?

- Asked in-person, May 2007

It would be a serious misconception to believe that the MPO favors any mode of travel to the exclusion of others. Our ultimate goal as the region’s federally mandated primary transportation planner is to maintain and enhance the efficiency and safety of the region’s transportation system. To do that, we work every day toward reaching a balance of available travel modes that offer area residents a choice of mobility options.

Our region has been overly dependent on the automobile for decades, and the vast majority of area residents still commute to and from work alone in their cars. For this reason, as our population has grown, so has our peak hour congestion. To address this problem, the MPO studies current, and anticipates future, roadway problems, and attempts to identify locally preferred solutions. However, in some areas, such as the northeast corridor, roadway-based solutions are no longer available. As we’ve said many times, we can’t build our way out of a lot of the roadway capacity problems we now face because there is no longer land available to add highway lanes, even if we wanted to.

That’s one reason you hear about us planning in different modes of travel, including transit, pedestrian and bicycle. Another is that regional demand for mobility options has been steadily growing for years. That’s why we created the Marion County & Surrounding Area Bike Route Map in 2004 and have been supporting the Pedal & Park program for the last six years. It’s also why we spent more than three years developing the Regional Pedestrian Plan throughout eight counties and why we’ve studied the feasibility of a rapid transit system over the last nine years, first in conNECTions, now in DIRECTIONS. Back in 2001, we recommended a rapid transit cont on page 4, see Q & A
This map reflects the expanded MPO Metropolitan Planning Area (MPA) as determined by Census 2000 data. This new MPA was recommended for approval by the Indianapolis Regional Transportation Council-Policy Committee in late 2002, and subsequently recommended for implementation by the Indiana Department of Transportation (INDOT). Final approval was given by then Governor Joseph Kernan in fourth quarter, 2003.

**Special “Comeback” Issue**
*(from page 1)*

and anticipate the future mobility needs of the region through a comprehensive, cooperative and continuing transportation planning process conducted with its many planning partners. Especially you, the public.

And, a lot has happened since our last issue that we need to catch you up on! For instance, in early fall, 2006, the MPO decided to suspend publication briefly while the direction of several major planning initiatives, including the rapid transit study DIRECTIONS and the regional land use study, which had just issued its RFQ, were being re-evaluated to insure maximum planning benefit and synergistic opportunities for savings, guaranteeing optimum value and 'bang for the buck.' At the same time, the MPO was awaiting feedback from the Federal Transit Administration, the Federal Highway Administration and others on its most recent certification review which evaluated the agency’s regional transportation planning process. All topics are reported on in this issue.

The MPO was also considering a restructuring of its Citizens Advisory Committee (CAC) at the time of our last publication -- a project still in the works. Read here where that stands. Find out, too, what’s happening with the Central Indiana Regional Transportation Authority (CIRTA), the MPO’s EJ Initiative, the region’s growing demand for multi-modal mobility options and how they’re being met, IndyGo’s anticipated launch of express services, and more!

It’s all here and it’s all hot!, as tcMPO jumps its second decade and a sizzling summer with transportation planning news from throughout the region. Read on!
**IndyGo Eyes Express Service Launch**

It’s all about serving more people throughout the region and meeting the growing demand for transit alternatives, especially with today’s high gas prices,” says Mike Terry, IndyGo’s Director of Business Development. “This month (June, 2007), we’ll be holding “Dump The Pump” rally to remind the commuters about their public transportation options, but our preparation for rolling out express bus service, and improving our service overall, has been years in development.”

IndyGo’s Comprehensive Operational Analysis (COA), completed in 2005 as part of the DIRECTIONS rapid transit study (see related story, page 1), recommended near-term (1-3 years), short-term (3-9) and Long-term (10-15) service improvements. The implementation of express bus service was prominent among the near-term recommendations as an increasingly important enhancement of the regional transit system. Providing improved, automobile-competitive transit travel times would help attract new customers to the transit system. Attracting new customers, in turn, would increase system ridership and build community support for transit service throughout the region.

“After receiving the COA report, we had independent transit planners validate its near-term recommendations and help us turn these suggestions into a feasible operational plan,” explains Terry. “Then, in September 2005, IndyGo successfully applied for Congestion Mitigation & Air Quality (CMAQ) funding to help implement new transit services in the Greater Indianapolis area. Specifically, the federal funds will cover 80% of the cost associated with the design and construction of park and ride facilities and the implementation of express bus service.

**Carmel and Fishers Routes**

IndyGo is developing weekday service from two northern locations into downtown Indianapolis. The Carmel Route could pick up inbound passengers in the Meijer parking lot at 126th Street & US 31 and travel Meridian Street south into downtown. IndyGo is currently working with Meijer officials to discuss the pick-up location. The Fishers route will pick up inbound passengers at the Eastern Star Church at 106th Street and Lantern Road and travel to downtown via Binford Blvd. Both routes will make five stops in downtown Indianapolis before looping back north, providing Center Township commuters with new access to Hamilton County jobs. To start, service frequency will be every 30 minutes during morning (6 AM – 9 AM) and evening (4 PM – 7 PM) rush hour only. Fares will be $2 one-way.

“We’ve stripped these proposed routes down to the optimum number of stops to maximize efficiency and minimize travel times. That’s what most riders really want,” notes Terry. “Contracted service providers will supply the vehicles and the drivers, while IndyGo oversees the operation.”

The projected annual cost to plan, operate and market Express Bus Service is $1,517,120. The three year projected costs of the program is $4,551,360, of which 80% would be covered by the already secured CMAQ grant ($3,641,088). The remaining $910,272 will come from the communities enjoying the newly established transit service.

“New express bus service is likely to have a direct benefit on our rapid transit study DIRECTIONS,” says MPO Senior Planner Amy Inman. “Once a locally preferred starter system alternative has been selected, we’ll apply to the Federal Transit Administration (FTA) for New Starts construction funding,” she explains. “Being able to show growing reliance on transit in the northeast corridor could make all the difference when it comes to this highly competitive application process.”

**Airport Express Service, too**

“We hope to launch our Carmel and Fishers express routes in late summer or early fall,” says Terry. “At the same time, or very soon after, we’ll also begin our 15 hour-a-day (5 AM – 9 PM) Airport Express Service. In the early morning, we’ll offer 12-minute service frequency for all of the business travelers hoping to make morning meetings. Mid-day, the frequency will be every 18 minutes. Fares will be a flat $7, with one pick up location at the airport and four downtown stops convenient to hotels, office buildings and the Convention Center.”

For more information on IndyGo’s new Express Bus Service, or its secured CMAQ funding, contact Mike Terry at MTerry@indygo.net or visit the IndyGo web site at www.indygo.net.

**Questions & Answers**

(from page 2)

system (along highway expansion) for the northeast corridor, but our oversight committee asked us to consider regional system feasibility. That’s what we’ve been doing in DIRECTIONS.

So, our interest in planning system improvements in a variety of modes is nothing new. It’s what we’ve been doing for more than a decade to develop a more balanced system. And, as a result of the alternative mobility options that are now a more prominent part of our system (such as transit, bicycle trails and pedestrian routes), area residents have greater mobility and our roadways are less congested than they might otherwise be.
LAND USE “SMART GROWTH” STUDY

Included in the MPO’s current Unified Planning Work Program (UPWP), under the heading of MULTI-MODAL PLANNING along with the DIRECTIONS study, CIRTA Support and the Coordination of Bicycle, Pedestrian and transit Improvements, is the Regional Land Use “Smart Growth” Study.

As described by the work program, Phase I of this study will be conducted to develop transit-oriented development (TOD) typologies, update and refine the vision statement for rapid transit in the Central Indiana region, and develop policies, consistent with FTA best practices, that will support transit throughout the MPA. This work will be done independent of the work that will be conducted to conclude the (DIRECTIONS) Alternatives Analysis.

“Generally speaking, ‘smart growth’ development principals have a lot to offer large metropolitan areas like ours,” says MPO Manager Mike Dearing. “Because they embrace the ideals of mixed use and higher density development, smart growth communities enhance mobility options – the primary concern of the MPO. Definitely transit, but also bicycle and pedestrian mobility,” he notes. “Transit-oriented development also makes for more walkable communities, as well as healthier and friendlier communities. So, smart growth has a lot of benefits to offer regions like ours.”

Cambridge Systematics (CS), in cooperation with HNTB Corporation, has been selected as lead consultant on the Regional Land Use “Smart Growth” Study. The primary goal of the study is to identify actions the region can take to maximize its FTA New Starts land use rating. Since the rating is based on a number of aspects of smart growth, the CS team’s premise is that if the region positions itself to achieve a “medium” or better rating under the FTA criteria, not only could it be eligible for federal funding for the transit investment, but it could also achieve many of the mobility and quality-of-life benefits offered by coordinated transportation investment and land development.

Based on this goal, the major objectives of the study are to build consensus on the value and nature of transit-supportive development, establish how the region currently compares to other regions in terms of transit supportive land use patterns and policies, identify policies and other initiatives that could strengthen the transit supportiveness of land use in designated transit corridors, and assess the potential market for transit-supportive development in the region.

To achieve these objectives, the study team will undertake these six tasks:

Task 1: Assess Existing Land Use
Objectives: Identify the strengths and weaknesses of selected station areas in designated transit corridors based on FTA New Starts land use criteria and comparisons with other regions. Also, develop data to support the real estate development potential analysis in Task 3.

Task 2: Review and Update the 2020 Vision Plan
Objectives: Identify desired changes to the Central Indiana Transportation and Land Use Vision Plan prepared by the Central Indiana Regional Citizens League (CIRTL) in 1999.

Task 3: Perform Development Potential Analysis
Objective: Evaluate the market potential for real estate development and station specialization around selected stations.

Task 4: Build Community Support through Focus Groups
Objectives: Engage various audiences (technical staffs, elected officials and neighborhood groups) in a shared, open and honest dialogue about the benefits and challenges of pursuing a strategy of transit-supportive development patterns and accompanying tools, regulations and incentives necessary to make it happen. The overarching goal and outcome of this “community dialogue” approach is to understand and overcome the very real “NIMBY” (Not In My Backyard) reaction that often accompanies the densities and development patterns typically proposed in transit-supportive or transit-oriented development.

Task 5: Develop Transit Supportive Strategies
Objective: Apply the best practices outlined in previous tasks to the development of transit-supportive land use policy recommendations that are both effective and locally acceptable.

Task 6: Present Final Study Results
Objective: Continue to build regional consensus on policies to promote transit-supportive land use by reviewing Task 5 recommendations with the Task 2 workshop participants and making refinements based on their comments.

“There’s always been a well-recognized link between transportation and land use planning,” notes MPO Senior Planner Amy Inman who is managing the Regional Land Use “Smart Growth” Study. “It’s exciting for us now to have two major initiatives (DIRECTIONS AA and Smart Growth) working together to offer our region synergistic benefits.”

For more information on the Regional Land Use “Smart Growth” Study, visit www.indympo.org or contact Amy Inman (317/327-5646, ainman@indygov.org.)
originally scheduled to be its last, when the MPO decided to adopt a newly endorsed ‘Best Practice’ from the Federal Transit Administration (FTA) that required an update of the regional Travel Demand Model (TDM) – a planning tool used to accurately project future ridership numbers for the possible transit routes and modes, among other things. Budget restraints prohibited beginning work on the TDM update in 2005. The work was conducted throughout 2006 with The Corrodino Group serving as project consultant. Land use policy discussions relating to the development of regional transit infrastructure also commenced last year (see related story, page 5).

**Brief Background**

Long time temPO readers are familiar with the study’s goals and procedures, but a brief review may help bring others up to speed.  

**DIRECTIONS** is a multi-phase transit study funded primarially...cont on page 8, see DIRECTIONS 2007

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### Possible Starter System Routes

**Alternate 1** uses the I-69/Binford Blvd. right-of-way between Noblesville and 38th St. at the Fairgrounds. It then follows the railroad right-of-way that parallels the Monon Trail to 10th St. at Massachusetts Ave. Downtown, it uses the railroad corridor that encircles the Central Business District (CBD) on the east, south, and west between 10th St. at Massachusetts Ave. and 16th St. at Bush Stadium. Alternate 1 can interface with IndyGo’s proposed bus transfer center on South Street and with the future Cultural Trail at the Monon/Mass Avenue Trailhead and at Virginia Avenue.

Prior analysis has tentatively placed transit stations along Alternate 1 at 16th St., Michigan St., Washington St., Capital Ave., Virginia Ave., Market St., St. Clair St., 16th St., 22nd St., 30th St., 38th St., 46th St., 56th St., 62nd St., 71st St., 75th St., 82nd St., 96th St., 106th St., 116th St., 126th St., 146th St., Greenfield Pike and SR-32.

**Alternate 2** uses the Hoosier Heritage Railroad between Noblesville and 38th St. at the Fairgrounds. There it picks up the railroad right-of-way paralleling the Monon Trail to 10th St. at Massachusetts Ave. It also uses the railroad corridor that encircles the CBD on the east, south, and west between 10th Street at Massachusetts Ave. and 16th St. at Bush Stadium. Alternate 2 can interface with IndyGo’s proposed bus transfer center on South Street and with the future Cultural Trail at the Monon Trail/Massachusetts Avenue trailhead, and at Virginia Avenue.

Prior analysis has tentatively placed transit stations along Alternate 2 at 16th St., Michigan St., Washington St., White River, Capital Ave., Virginia Ave., Market St., St. Clair St., 16th St., 22nd St., 30th St., 38th St., Keystone Ave., Allisonville Rd., 71st St., 75th St., 86th St., 96th St., 106th St., 116th St., 126th St., 146th St. and Cherry St.

**Alternate 3** uses the Allisonville Rd. right-of-way between Noblesville and the Fall Creek Parkway. It uses the Keystone Ave. right-of-way with I-70 on the south, between 39th St. at the Fairgrounds and 10th St. at Massachusetts Ave. Around downtown, it uses the railroad corridor that encircles the CBD on the east, south, and west between 10th St. at Massachusetts Ave. and 16th St. at Bush Stadium. Alternate 3 can interface with IndyGo’s proposed bus transfer center on South Street and with the future Cultural Trail at the Monon Trail/ Mass Avenue trailhead and at Virginia Avenue.

Analysis has tentatively placed transit stations along Alternate 3 at 16th St., Michigan St., Washington St., White River, Capital Ave., Virginia Ave., Market St., St. Clair St., 16th St., Keystone Ave., 30th St., 38th St., 46th St., 56th St., 62nd St., 71st St., 75th St., 82nd St., 96th St., 106th St., 116th St., Conner Prairie, 146th St. and Cherry St.

**Alternate 4** uses the Hoosier Heritage Railroad right-of-way between Noblesville and 86th St. It follows 86th St. and I-465 right-of-way between the Hoosier Heritage Rail corridor and Keystone Ave. between I-465 and 38th St. at the Fairgrounds. This route then picks up the rail right-of-way that parallels the Monon Trail to 10th St. at Massachusetts Ave. It penetrates the CBD core on North St., South St., West St., and Michigan St. to the new IUPUI Student Center where it extends northwest to 16th St. at Bush Stadium. Alternate 4 can interface with IndyGo’s proposed bus transfer centers on Virginia Avenue and on South Street and with the future Cultural Trail at multiple points, including Massachusetts Avenue, North Street, Alabama Street, Market Street, Washington Street, Virginia Avenue and West Street.

Previous analysis has tentatively placed transit stations along Alternate 4 at 16th St., 10th St., University Blvd., Washington St., Capital Ave., Washington St., New York St., East St., St. Clair St., 16th St., 22nd St., 30th St., 38th St., Keystone Ave., Glendale Mall, Norgate Plaza, Woodfield Crossing, 90th St., Counselors Way, Castle Creek, 86th St., 96th St., 106th St., 116th St., 126th St., 146th St. and Cherry St.
Possible Route Alternatives 1 through 4 are candidates for more detailed study, having already been found to provide an efficient, low-impact path for a rapid transit starter system in the Northeast Corridor. Alternative 5, shown here for comparison purposes, also is technically feasible, but involves impacts to the natural or human environment considered unacceptable by study planners.
alternatives in the Northeast Corridor was narrowed to four alignments and three technology options – Automated Guideway Transit (AGT), Light Rail Transit (LRT) or Bus Rapid Transit (BRT). The objective of the current phase is to narrow the 12 technology and alignment alternatives to one or two for evaluation in the Draft Environmental Impact Statement (DEIS) phase, beginning later this year. A Federal Transit Administration (FTA) New Starts request to enter preliminary engineering will follow the DEIS.

The current study phase will focus on continuing to position the region for a successful application to the FTA to allow the Northeast Corridor Rapid Transit project to enter the New Starts pipeline in preliminary engineering. The HNTB team will refine alternatives as needed to increase mobility benefits while reducing capital and operating costs, incorporate results of the ongoing Regional Land Use “Smart Growth” Study, and support the development of regional consensus on the local funding sources.

“We view the work remaining on the study as a series of tasks and deliverables,” says Dave Wenzel of HNTB Corporation. “Given the relatively short time frame and the volume of existing study materials to digest, the team will have its hands full right up to the study’s scheduled completion in the fall.”

HNTB has broken down the remaining work, as follows:

Task 1: Compile Information From DIRECTIONS Phases I, II & III
• Refine the study purpose and need.
• Refine alternative screening criteria
• Refine definition of alternatives

Task 2: Update Capital and Operating Cost Estimates
• Refine Operating and Maintenance Cost Estimates

Task 3: Update The Financial Implementation Plan

Task 4: Alternatives Analysis
• Describe Land Use (including existing land use, transit-supportive plans and policies and potential impact of transit investment on regional land use)
• Incorporate Ridership Forecasts
• Incorporate Traffic Impact Studies
• Prepare Evaluation of Alternatives Report

Task 5: Participate in Public Involvement Process
• Facilitate Public Meetings
• Prepare Presentation Materials

Task 6: FTA Communication/Negotiation

Task 7: Develop DEIS Scoping Document

For more information on the rapid transit study's 2007 activity, visit www.indympo.org and click on DIRECTIONS or contact MPO Senior Planner Amy Inman (317/327-5646, ainman@indygov.org). Or, visit www.clearDIRECTIONS.net -- a site currently under construction that will offer up-to-the-minute information on the MPO’s transit and land use planning activities.

““This was no surprise,” Inman notes, “since I-69 is the most congested highway in the state.”

In early 2005, while four alternative routes/modes were being analyzed for projected ridership, capital and operating costs, potential alignment, and station and park-and-ride locations, DIRECTIONS also conducted a Comprehensive Operational Analysis of a supporting “Feeder Bus System” – a key component of a rail-based system that would feed cross town patrons to and from stations. This analysis was requested by IndyGo who received Near-Term (1-3 years), Short Range (4-9 years) and Long Range (10-15 years) goals and guidelines for its current and future operations (see related story, page 4).

In addition, Traffic Impact Assessments for all four alternatives have also been conducted, determining the influence each alternative will have on surrounding traffic. The MPO and its consultants now will also update the capital, operating and maintenance costs for each option from 2004 to 2007 dollars in time for public review and comment this summer.

Moving Forward

HNTB Corporation, working in conjunction with Cambridge Systematics, has been selected as the lead consultant for the remainder of the DIRECTIONS Alternatives Analysis. During the most recent phase of the DIRECTIONS study, a wide range of potential

PAGE EIGHT
Environmental Justice Initiative

As part of this year’s Unified Planning Work Program, in February the MPO issued a Notice To Proceed to the consultants selected to work on its 2007 Environmental Justice Initiative. Engaging Solutions, LLC, working in concert with Blalock & Brown and Whitman Communications, Inc. will develop a model to guide future environmental justice outreach activities as part of the MPO’s ongoing regional transportation planning process.

Environmental Justice refers to a concept described in the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and Presidential Order 12898 which was signed by then-President Bill Clinton on February 11, 1994. The order directed each federal agency to develop a strategy for “identifying and addressing disproportionately high and adverse human health and environmental effects of programs, policies and activities on minority and low income populations.” Funds were allocated to federal agencies and state governments to assist communities in developing strategies to alleviate local environmental problems.

“It’s always been our goal to fairly represent the interests and concerns of all of our regional transportation system users,” says MPO Assistant Manager Philip Roth, AICP, who is overseeing the project with MPO Planner Catherine Kostyn. “In fact, we were actively engaged in EJ meetings back in 2001 using Debbie Wilson, now of Engaging Solutions, as our coordinator,” he notes. “Our hope is that the model that results from our current project will offer a strategic foundation for future outreach efforts.”

Wilson agrees. “That’s really our goal here,” she says, “to identify effective strategies for reaching out to underserved populations by asking representatives of the populations themselves. Once we have their input, we’ll determine the best ways to incorporate these strategies into the planning process.”

Through this initiative, the MPO will implement an environmental justice program consistent with the requirements of the current federal transportation bill (SAFETEA-LU), and as prescribed in the Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations Executive Order and Title VI.

To do so, the project must embrace three fundamental EJ principles:

• To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
• To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
• To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

The MPO’s ultimate goal in this project is to create and maintain a sustainable public involvement program that proactively engages all segments of the population to plan and implement planning recommendations. For the purpose of this EJ project, particular focus is being placed on the environmental justice target populations.

The scope of work for the project includes tasks in the following areas:

Identification
• Define and map the targeted EJ population in the Indianapolis Metropolitan Planning Area
• Define stakeholders that represent the targeted populations
• Define existing community-based networks that work with and/or represent the targeted EJ population and stakeholders. Collaborate with these groups to engage the targeted EJ populations rather than convening separate

Did You Know...

If you ride IndyGo, commuting could cost you as little as $2.50/day (with a $55 monthly pass).

Source: The Indianapolis Public Transportation Corporation, based on 22 work days per month.
**Environmental Justice Initiative**  
(from page 7)

rate meetings

**Engagement**
- Identify the preferred terms of engagement based on consultation with the Indianapolis MPO and the targeted population and stakeholders
- Convene one Focus Group to determine strategic and tactical actions/techniques that will actively involve the environmental justice targeted publics. Create new model(s)/outreach strategies to effectively engage the EJ populations. The Focus Group participants will be asked to review the highlights and recommendations of the meetings to ensure the key points are captured for the draft/final reports. Focus Group and personal interviews are currently scheduled throughout the area during the month of June.
- Determine the best use of public relations and publicity strategies to maximize outreach to the targeted EJ population.
- Define how these actions can be incorporated into the planning process.

**Implementation and Monitoring**
- Develop performance objectives that can be utilized to track and evaluate EJ program implementation.

Management tasks throughout the project include the development and distribution of monthly progress reports. Draft and final reports on all findings will be submitted to the MPO by September 30th and November 30th, respectively.

For more information on the MPO’s current Environmental Justice Initiative, contact MPO Planner Catherine Kostyn (317/327-5142, ckostyn@indygov.org).

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**Schedule of Project Activities**

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<td>Develop performance objectives that will be utilized to track implementation and evaluate the program</td>
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<td>Monthly progress reports will be provide to the Indianapolis MPO Project Manager unless otherwise advised</td>
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**Did You Know...**

Ridership on IndyGo’s free Red Line shuttle, which travels between the Indiana University-Purdue University Indianapolis campus and Massachusetts Avenue grew 43% in four months -- from 8,570 in December, 2006 to 12,278 in April, 2007.

*Source: The Indianapolis Public Transportation Corporation*
We’ve been looking for nearly a year,” says Christine Altman of the Central Indiana’s Regional Transportation Authority’s search for an Executive Director. Altman, a Hamilton County Commissioner who also serves as a member of the Indianapolis Regional Transportation Council (IRTC) has just begun her second consecutive term as CIRTA’s President, having been unanimously re-elected at the group’s March meeting. Clearly the lack of progress in filling CIRTA’s top staff position frustrates her.

“When we advertised the position in 2006, the job description was slanted to seek out someone with heavy transit system management experience. A few qualified candidates responded, and we even offered the job to our frontrunner,” she says, noting that, at that point, she and other CIRTA members thought the search had been short and sweet. “But his salary expectations were one and a half times what we could pay. Given the budgets we’re working with, it just wasn’t do-able.”

The candidate search officially began on August 7, 2006 with ads running in more than a dozen general and industry publications. Contacted organizations included the American Planning Association, the American Public Transportation Association, the Association of Metropolitan Planning Associations (AMPO), the Indiana Transit Network, the National Association of Counties, the National League of Cities and the Indiana Association of Cities and Towns. In addition, hard copies and electronic postings of the CIRTA Executive Director position were sent to the State Government Center, the Indianapolis Regional Chamber of Commerce/National ACCE, the Indianapolis City-County Building, Purdue University, IU-Bloomington, IUPUI, IndyGo and the Anderson PTC. Mailings were also sent to transit and legal firms as well as management companies.

“The job’s scope, desired skill set and candidate experience had been clearly defined in CIRTA’s July, 2006 meeting,” notes MPO Assistant Manager Philip Roth, AICP, one of several MPO liaisons working with CIRTA. “But the response was less than desired and the end result was a little disheartening. Since then, CIRTA members have re-thought the position and have agreed they need an individual whose professional background and demonstrated expertise includes interpersonal communications, marketing, public relations, advocacy and community relations, though knowledge of transportation planning/policy is still preferred. A revised job description has attracted about a dozen suitable candidates who are now being reviewed by CIRTA’s search team.

“At this stage of CIRTA’s development, we need a strong effective advocate of transit who can educate both the legislature and the media with equal ease,” says Altman. “I’m sure the right person is out there, we just need to find him or her sooner rather than later.”

As the search nears completion, Altman and other CIRTA members, with the support of MPO staff, shared the advocacy and lobbying responsibilities that might otherwise be handled by an Executive Director. Meetings and phone calls with State Representatives, and visits to the State Capitol as the legislative session neared completion, were frequent in an effort to make the case for mass transit.

“It’s all part of the position,” says Altman. “Right now, anyone who sits on CIRTA needs to take the responsibility of promoting regional transit very personally. I certainly do.”

Altman’s passion for the subject, and belief that transit is the answer to many of the region’s environmental and eco-cont on page 12, see CIRTA Continues ED Search, promotes Transit
nomic problems, came through loud and clear in the piece she wrote for the May 13th issue of The Indianapolis Star (see sidebar, page 10). There are a lot of people serving on the IRTC who could have written this piece,” she says. “Most elected officials view transit development as an investment in the future, not as an expense. “It all comes down to value,” she says, “and the benefits of mobility far outweigh the costs.”

For more information on CIRTA, including its 2006 Strategic Plan, including Vision Statement, Goals, Objectives and Organizational Structure, visit the MPO web site at www.indympo.org.

CIRTA CONTINUES ED SEARCH, Promotes Transit

(from page 1)

Face Off: Transportation

Mass Transit is the best way to stay connected.

By Christine Altman

Central Indiana has been blessed with a strong and growing economy. With this growth comes traffic congestion, a regional problem best resolved with regional cooperation and planning.

The Central Indiana Regional Transportation Authority (CIRTA) was formed to address the role that transit and mass transit should play here. All central Indiana counties have joined, as has the city of Anderson.

Is it the best investment of tax dollars to continue to build new highways to meet peak traffic times? Can we build ourselves out of congestion? CIRTA members don’t think so.

We are beginning to appreciate the impact of our reliance upon automobiles. We are dependent on and have no control over gasoline pricing and supply. The Brookings Institute ranks transportation costs second only to housing costs for the average American household. The Indianapolis metropolitan area now ranks in the top 10 of the American Lung Association’s most polluted cities. Residential streets are being used as commuter routes and the interstates are clogged with local traffic.

The economies of all Central Indiana cities, towns and counties are interdependent. Our region attracts new investment based on our quality-of-life – reasonable housing, excellent schools, strong communities with varied and unique amenities. With our success and investments in biotechnology, parks and sports initiatives, we are positioning the region as a major metropolitan area. We need now to invest in a robust and dependable transit system that converts commuting time to productive time, allows transit-oriented development and redevelopment of our communities without sprawl, provides both commuting and reverse commuting opportunities to help match employees to jobs, and provides mobility for those who do not drive by choice, necessity, or age.

This summer and fall, CIRTA, in conjunction with the Indianapolis Regional Transportation Council (IRTC), will provide more information on transit and the conclusions of a study titled “DIRECTIONS.” (teMPO EDITOR’S NOTE: As the region’s primary transportation planner by federal mandate, the Metropolitan Planning Organization is conducting the DIRECTIONS study.) With your input, we will determine the preferred route for a northeast corridor fixed guide way transit line, the type of technology that would be used (bus rapid transit, light rail or automated guide way), and funding alternatives for costs associated with this line. We’ll also look at an express bus service, park-and-ride lots and local systems, including IndyGo and rural transit systems.

Each community will determine how they wish to participate in a regional system and how quickly the system could be built.

Any transportation system, to be successful, needs a consistent and dedicated source of funding. This will require your support.

Transit does not pay for itself and neither do highways. We need to again view transportation as an integrated system of roads, highways, rail and mass transit.

We are excited about the discussions and interest of state legislators in transit this session. SB 105 provides the platform for a careful, thoughtful analysis of the feasibility and economic impact of transit in our state and region.

CIRTA SOUNDS OFF

Now in her second term as President of the Central Indiana Regional Transportation Authority, Hamilton County Commissioner Christine Altman was invited by the region’s newspaper of record to weigh in on the issue of transit. Her response appeared in the Sunday, May 13 Indianapolis Star.

Face Off: Transportation

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Pedestrian Plan Completed

At the March 1st meeting of the Citizens Advisory Committee, 2007’s first, MPO Senior Planner Amy Inman presented information on the newly adopted Regional Pedestrian Plan which is the result of years of study and public outreach by the MPO and its primary project consultant, Storrow Kinsella Associates, an urban design and landscape firm. The Regional Pedestrian Plan was adopted on November 8, 2006, by the Indianapolis Regional Transportation Council (IRTC) – the decision-making body for the regional transportation planning process and the group to whom the MPO makes its recommendations.

Inman began by identifying the plan’s Vision Statement, or goal: The Indianapolis Metropolitan Planning Area will be a regional network of diverse, walkable, bikable, and transit-friendly communities linked by a comprehensive multi-modal system that provides access to home, work, education, commerce, transit and recreation. This vision recognizes the importance of balance among all transportation modes, connects transportation and land-use, and understands that economic development is sustained by the region’s quality-of-life and environmental health.

“Ease of mobility is a quality-of-life issue wherever people live,” says Inman. “That’s true in Marion County and surrounding counties and the Regional Pedestrian Plan project, begun in 2004 recognizes that fact,” she says. “It’s all about connecting Central Indiana.” Other recent or on-going connections-oriented MPO initiatives include the Regional Bike Route System, the Rapid Transit Study DIRECTIONS, and the Public Space and Multi-modal Design Guidelines.


The Regional Pedestrian Plan study is the most recent manifestation. It was conducted with the intention of eventually developing a 20-year implementation strategy for making the region more pedestrian-friendly. Phase 1 of the project (2000-2003), considered study methodology and the feasibility of a proposed Cultural Trail in downtown Indianapolis. When implemented, this trail will function as the hub of a system in the region’s most pedestrian-oriented environment. During this phase, modeling techniques also were established for evaluating pedestrian corridors and districts, and for transportation interface patterns.

During Phase 2, which ended in Spring, 2004, planners inventoried land use, residential, commercial and employment patterns for Center Township. Systems that affect walk-ability, such as sidewalks and transit routes, were also considered. In addition, areas that require 'context sensitivity,' such as historic neighborhoods, were identified along with environmental justice priorities.

Phase 3 of the project, which ran from Summer, 2004 through the end of the year, extended the Center Township pedestrian route system plan to the remaining townships within Marion County. On October 20, 2004, the MPO hosted an Open House at the Artsgarden in downtown Indianapolis to encourage public review and comment on Phase 3 findings. About 100 people cont on page 14, see Pedestrian Plan Public Review
Pedestrian Plan Completed
(from page 13)
attended the meeting to discuss pedestrian issues concerning Decatur, Wayne, Pike, Washington, Lawrence, Warren, Franklin and Perry Townships, including pedestrian/transit system integration, walk-to-school buffer/collector zones and environmental design guidelines.

Phase 4, which began in mid-2005, expanded the pedestrian plan to communities outside of Marion County, starting in September with the communities located within the area of Johnson County that falls within the MPO’s Metropolitan Planning Area, or MPA (see map, page 3). Planners then proceeded clockwise to look at portions of Morgan, Hendricks, Boone, Hamilton, Hancock and Shelby Counties. The process took one to one and a half months per county with Phase 4 lasting about a year.

Overseeing Phase 4 of the study process was a new Steering Committee and special focus groups from each study area provided the local perspectives.

Each phase of the study relied on the same methodology developed for Phase I:
• Analyze existing conditions
• Receive input from stakeholders
• Develop an inter-connected pedestrian plan based on demand, pedestrian potential and need
• Identify social need and the principles of environmental justice using Federal Best Practices
• Improve ordinances and regulations
• Identify new transportation classifications, such as pedestrian corridors and districts
• Identify existing and innovative funding strategies

This methodology involved the inventorying of overall land-use patterns, dense residential patterns, retail/commercial patterns and employment patterns to identify an area’s existing and potential pedestrian generators and destinations. School walking zones and Parks/Open Space Zones were also inventoried. In addition, study planners analyzed existing systems that affected walkability as potential pedestrian networks. These included Existing Sidewalks; Existing Transit Routes; Greenway, Parks and Open Space Network; Existing and Proposed Bikeway Systems; and, the Thoroughfare System. At the same time, they identified areas that require “context sensitivity,” such as historic neighborhoods and cultural districts.

After describing the study process, Inman detailed for CAC meeting attendees what the resulting plan DOES and DOES NOT do.

The Regional Pedestrian Plan DOES . . .
1. include a county “stand alone section as part of a large document,
2. provide a framework reference for consideration in future development projects
3. act as tool for each jurisdiction to adopt, prioritize and implement

The Plan DOES NOT . . .
4. prioritize projects for each jurisdiction
5. identify specific funding sources for each jurisdiction
6. review and recommend specific ordinances for each jurisdiction

The Plan goes on to describe five types of Pedestrian System Classifications (Local Sidewalks, Collector Sidewalks, Multi-Use Paths, Urban Greenways and Crossings) and differentiates between Pedestrian Corridors and the less-linear, more encompassing Pedestrian Districts. A Pedestrian Corridor is a street segment characterized by a linear distribution of dense mixed uses supported by adjacent residential land use and served by co-linear transit routes. A Pedestrian District is an area characterized by a density of mixed uses and clustered pedestrian destinations within a 5-minute walk, supporting central or multiple transit nodes. These are areas that have, or are intended to have, high pedestrian activity and where walking is the mode of choice.

Generally speaking, districts are destination areas; Corridors are how you get to your destination. The plan shows how districts and corridors work together.

“Eventually, we’d like to provide pedestrian access to all public transit stops, improve the mobility of non-drivers, establish safe routes to schools, and reduce traffic congestion and its related air pollution throughout the region,” says Inman. “It’s a big undertaking, but the adoption of the plan by the IRTC, and the federal commendation it earned during last year’s certification review puts us several steps closer to it.”

For more information on the Regional Pedestrian Plan, visit the MPO web site at http://www.indympo.org or contact Amy Inman at 317/327-5646 (ainman@indygov.org).
MPO Pops a Wheel-y

As loyal teMPO readers are aware, the MPO has long undertaken planning efforts to help make our region more bicycle-friendly. Included among these is its on-going sponsorship of the Greenways Foundation’s Pedal & Park program; its development and free distribution of the *Marion County and Surrounding Area Bike Route Map*; its 2006 financial contribution to the BikePort initiative; its 2004 funding of television commercials supporting bike safety and roadway protocols during Bike-To-Work week; and, its on-going facilitation of the Multi-modal Task Force on which multi-modal transportation advocates representing transit, pedestrian and bicycle advocacy groups gather in supportive cooperation.

However, 2007 already seems a watershed year when it comes to biking issues. Just as the demand for bicycle infrastructure grows, so does the MPO’s support in its many forms.

Last fall, the MPO renewed its sponsorship of the Pedal & Park program for the coming year with P & P Coordinator Tom McCain. The Pedal & Park program, founded by the Greenways Foundation, provides free, secured bike parking at greenways adjacent events throughout the spring and summer. The MPO has served as primary program sponsor for the last six years. This year, the MPO increased the season maximum of its financial support to $3,500 and has volunteered to compensate P & P workers for the time they spend helping to coordinate the bike corral activities of other not-for-profit organizations, such as Earth Day Indiana. As program sponsor, the MPO pays a $1 parking fee for each bike checked into the Pedal & Park bike corral. In 2007, these events include Earth Day Indiana (April 28), Bike-To-Work Day (May 18), Broad Ripple Art Fair (May 19 & 20), Carmelfest (July 3-4), the Indiana State Fair (August 8 - 19), and the Penrod Arts Festival (September 8).

This year, the MPO also is replacing some of the well worn tent shelter components used by Pedal & Park to shield volunteers and display materials from the sun and rain. A new tent top, screened with the MPO logo on all four sides runs nearly $1,000. In addition, the MPO will reimburse Pedal & Park for the cost of its corral check-in materials, (printed tags, tape, signage, etc.), a first. As always, the MPO will continue to supply transportation-related literature and give-aways at the corral, and to support Pedal & Park events with public and media relations support, which has already put Pedal & Park in *The Star* and on the air on WIBC and WFYI.

“As the region’s primary transportation planner, we look for ways to increase area mobility and system efficiency,” explains Mike Dearing, MPO Manager/Master Planner. “Programs that encourage multi-modal transportation do this,” he says. “Plus, they improve traffic flow, regional air quality and the overall fitness of area residents.”

To date, the 2007 Pedal & Park season has exceeded the 2006 season bringing in more cyclists than last year for each event – in some cases, *hundreds more*.

Indiana BikePort

This year, Bike-To-Work Day held May 18 was coordinated and promoted by a special committee, called BikeIndy. The committee is made up of about 20 pro-cycling groups, including the MPO who helped promote the event through its public and media relations. Other committee members include Indiana Bicycle Coalition, The Greenways Foundation, the Central Indiana Bicycling Association, and Indiana BikePort which used the day to unveil three new all weather bike lockers unveiled at the Indiana Government Center, White River State Park and Dennison Parking Garage.

Nearly 400 commuters pedaled to the Circle on Friday, May 18 for early morning Bike-To-Work Day festivities, with about a quarter of those checking their wheels into the MPO-sponsored Pedal & Park bike corral. Others parked at their office buildings or checked out Indiana BikePort’s new all weather bike lockers unveiled at the Indiana Government Center, White River State Park and Dennison Parking Garage.
facilities at the Indiana Government Center, the Dennison Parking Garage and White River State Park, (in partnership with the National Institute for Fitness and Sport - NIFS).

The all new BikePorts provide full, bike-size storage lockers where bikes, bike helmets and gear can be securely stored. Cyclists can use the Clancy Systems International, Inc. Park-by-Phone system for bicycle locker reservations and payment. Clancy Systems is a market leader in the area of car parking via phone with systems in Washington State, Colorado, Florida and Virginia.

The bicycle locker program requires Park-by-Phone registration. Once a user becomes a member for the low cost of $5.95 per year, he or she can go on-line to check for locker availability at any Clancy BikePort in the nation. After finding an available locker, the member calls Park-by-Phone and enters the locker’s location code. The system delivers the opening combination and reserves the locker. The member then rides to the bicycle locker, enters the combination, and stores his or her bike inside. When the member retrieves the bike, another combination is delivered via another Park-by-Phone call. The member enters the combination and the door pops open again.

BikePort locker systems will add a component of convenience to a biker’s journey, as no tires, seats or other expensive bike accessories will need to be removed that could be stolen when using exposed bike racks. Instead, cyclists can slide their bikes into lockers, store their gear, and be on their way in short order. This safe, secure and convenient system will also eliminate the need for carrying change or keys.

The MPO contributed financial support to the fledgling Indiana BikePort effort in 2006 as part of its continuing effort to support the development of a truly multi-modal regional transportation system. This year, all bike corral proceeds from Bike-To-Work Day, paid by the MPO through its Pedal & Park sponsorship, were placed in the Indiana BikePort account.

For more information on the MPO’s multi-modal transportation planning efforts, visit www.indympo.org. For a copy of the MPO’s Marion County and Surrounding Area Bike Route map, call MPO Planner Catherine Kostyn at 317/327-5142 or visit www.greenwaysfoundation.org to download your own copy.

In addition to paying a $1 parking fee for each bike checked into the Pedal & Park corral, the MPO also provides volunteer shelters, free literature and give-aways, and advertising and public relations support. In addition, this year the MPO is replacing some shelter equipment, increasing its seasonal sponsorship maximum and, for the first time, paying Pedal & Park volunteers for helping other groups, such as Earth Day Indiana, to coordinate their own bike corral events.

On May 19 & 20th, the Broad Ripple Art Fair was a hot ticket among art loving cyclists, with clear skies and warm temperatures drawing a total of 553 to park in the corral – 287 more than last year! The corral was located along the Monon Trail south of the trail entrance to the Indianapolis Art Center, north of 63rd Street. Bike parking was available from 10 AM to 6 PM on Saturday and 10 AM to 5 PM on Sunday.
Due, in part, to warmer than normal temperatures, five Knozone Air Quality Action Days were declared throughout the region during the month of May – more than were declared in all of 2006! On such days, area residents are asked to refrain from behaviors that contribute to the formation of ground level ozone and fine particle pollution, such as idling their cars, filling their gas tanks and mowing their grass before 6 PM.

Ozone

Ozone (O₃) is a colorless, odorless gas composed of three oxygen atoms. Ground-level ozone is formed when oxygen, nitrogen oxides (NOₓ) and volatile organic compounds (VOC) chemically react in the presence of sunlight, especially in hot weather. Ground-level ozone is a key component of urban and regional smog. Sources that contribute to the formation of smog include emissions from automobiles, small engines (like lawnmowers) and large industry and fuel combustion sources.

Fine Particle Pollution

Particle pollution is a mixture of microscopic solids and liquid droplets suspended in air. This type of pollution is made up of a number of components, including acids, organic chemicals, metals, soil or dust particles and allergens. Some fine particles are released into the air when fuels like coal, natural gas, gasoline and diesel motor vehicle fuel, oil and wood are burned. Others form in the air due to secondary formation of pollutants.

Both types of pollution affect the quality of our air and the people who breathe it, especially those with compromised respiratory functions, including infants, the elderly and individuals with asthma. For more information on the Knozone program, now in its 11th year, visit www.knozone.com.

CAC Minutes

It has a new look and is distributed in a new way! CAC Minutes, a free publication of the Metropolitan Planning Organization (MPO) which has reported on the activity of the Citizens Advisory Committee since 1999, has been re-formatted for exclusive distribution via the internet. The publication, which was previously printed and mailed in a 8.5” x 14”. two-color format, is now four-color and downloads from the MPO web site as a printer-friendly 8.5” x 11” pdf.

“While cutting production and postal costs, we’ve found ways to make the publication more engaging,” says MPO Assistant Manager Philip Roth. “For instance, we couldn’t afford to print in four-color before. Now we can use four color layout for the electronic file,” he explains. “As always, our goal remains the effective sharing of information. We hope stakeholders in the regional transportation planning process appreciate the reallocation of funds to areas offering greater benefit to the process.”

The re-formatting of CAC Minutes coincides with the re-working of the Citizens Advisory Committee itself. As previously reported in teMPO, the MPO is currently reevaluating the role of the CAC and looking for ways to make its regular meetings of greater interest to the public at large.

For more information on CAC developments, or to download the current issue of CAC Minutes, visit www.indympo.org.

PPP Public Review

As part of its certification review process last summer, the MPO presented a draft Public Participation Plan (PPP) to the federal review team which attempts to formalize its on-going public involvement process. The development of such a plan is required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a
The MPO has reached out with regular meetings, publications, advertising, media advisories, surveys and web sites for more than a decade to interest, inform and involve the public enough to make its own comments and suggestions known on a variety of transportation-related topics,” says MPO Manager Mike Dearing. “This draft PPP details not only the outreach techniques currently in use, but also the program goals, objectives and policies that inspired them.”

As part of a public review of the draft plan, Dearing presented highlights of the document at the March 1st meeting of the Citizens Advisory Committee, including its purpose which states:

The primary goal of this PPP is to solicit and facilitate informed public participation in the regional transportation planning process. Its benefits include increased awareness of both the MPO and its various planning initiatives, greater community interaction in all aspects of the planning process, a better understanding of the transportation problems facing the region, effective consensus-building for process recommendations that truly represent locally preferred alternatives (LPAs), a greater exchange of ideas among various population segments, and more comfort and familiarity in dealing with the MPO and its planning partners.

Dearing then discussed various PPP outreach tools available to the MPO, budget and schedule permitting. These include everything from the MPO's Master Database, to Media Advisories and Partnerships, to its nationally recognized School Involvement Program and Hispanic Outreach Initiative. Evaluation protocols and Improvements-To-Date are also included in the document.

MPO Planner Catherine Kostyn advised CAC meeting attendees and viewers of WCTY of various ways they could review and comment on the document including e-mailing her directly (ckostyn@indygov.org), calling her (317/327-5142), commenting on-line (www.indympo.org), or using the MPO’s 24-hour comment line (317/327-8601). Subsequent to the meeting, display ads appeared in The Indianapolis Star, The Indianapolis Recorder and La Voz De Indiana encouraging public review and comment of the document before end-of-day, June 5th. Following consideration and incorporation of all significant comment, the PPP was offered for adoption by the Metropolitan Development Commission on June 20, 2007. The draft Public Participation Plan is still available for download from the MPO web site at www.indympo.org.
As previously reported in teMPO (Volume 10, Issue 2), the MPO’s regional transportation planning process, conducted in conjunction with the Indiana Department of Transportation (INDOT) and IPTC/IndyGo, underwent its three-year certification review by a seven-member panel representing both federal and state agencies. The review, led by representatives of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), is required by SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users) — the federal legislation signed into law in July, 2005. SAFETEA-LU will oversee all transportation-related planning and implementation activity until the year 2009.

Like its predecessor, the Transportation Equity Act for the 21st Century, SAFETEA-LU requires the review and certification of the transportation planning process in all urbanized areas with populations greater than 200,000. Certification, or documenting compliance with all appropriate federal regulations, is a prerequisite to receiving federal funds for airport, transit and highway transportation improvements. However, with this review cycle, the current transportation bill makes the re-certification interval, four years; until now, MPO activity was reviewed every three years. Previous certification reviews took place on 1997, 2000 and 2003.

In addition to the FHWA and the FTA, the three-day certification review process, which was held August 28-30, 2006, also involved representatives of the United State Environmental Protection Agency (USEPA), the Indiana Department of Transportation (INDOT), and the Indiana Department of Environmental Management (IDEM).

Since the MPO’s last review in 2003, its planning area increased by 555 square miles (1,330 square miles total) bringing more jurisdictions into the process. These jurisdictions, for the most part, are implementing agencies (e.g. The Indianapolis Department of Public Works, the Hamilton County Highway Commission), while the MPO is a planning agency; in fact, the region’s primary transportation planner. The federal government makes a firm distinction between planning and implementing agencies and insists the planning function be conducted by a non-implementing entity that could otherwise receive direct federal support for implementing its own recommendation. Instead, the priorities and perspectives of the implementing agencies are recognized as input from the MPO’s 48 planning partners throughout the region.

In addition, since the last certification review, most of the MPO’s planning area has been designated a non-attainment area for ozone and fine particle pollution (see related story, page 17), and the scarcity of local match money has cut planning budgets -- both of which impact process effectiveness.

“Despite all of this, I remain proud of the job our staff has done with the help of our planning partners, and I think the review team was favorably impressed with the quality and quantity of work coming out of just eight planners.”

Challenges and Corrective Actions

The current review found that the transportation planning process conducted in the Indianapolis metropolitan planning area has experienced many planning challenges since the previous review. As expected, the Indianapolis metropolitan area’s air quality status changed from a one-county maintenance area for the 1-hour ozone pollutant. On April 15, 2004, the US Environmental Protection Agency (EPA) designated the nine-county Central Indiana area as a non-attainment area for the new 8-hour ozone standard and, on March 6, 2005, designated five of those nine counties non-attainment for particulate matter 2.5 microns (PM2.5) pollutant. The nine-county designation brought the Anderson MPO, known as the Madison County Council of Governments (MCCOG) and the newly designated Columbus Area MPO (CAMPO) into the air quality process with the Indianapolis MPO. In 2005, an agreement was developed detailing how the three MPO transportation planning processes would work together with regards to air quality.

Since the 2003 review, INDOT has gone through reorganization that decentralizes the planning process to the Districts (Greenfield, Crawfordsville, Seymour). INDOT districts cover the Indianapolis metropolitan planning area which is smaller than the nine-county non-attainment area that is subject to transportation air quality conformity standards for any projects that add capacity and/or are regionally significant. The certification review issued a corrective action for INDOT, in cooperation with the MPO, to review its agreements with the transit provider (The Indianapolis Public Transportation Corporation/IndyGo (Read more about IndyGo, page 4), and the state and local air agencies. The agreement shall clearly cont on page 20, see Certification Review Feedback

Did You Know...

Around 100 area businesses and 4,500 area residents have signed up to partner with Central Indiana Commute Services (CICS), which matches commuters with car pool services. Source: Central Indiana Commute Services
Certification Review Feedback

(from page 19)

identify the responsibilities for the transportation planning process and the analysis of all projects outside the metropolitan planning area but within the non-attainment or maintenance areas. By December 31, 2007, the agreement should describe who is responsible for what, provide timelines and reference procedures for development and delivery of planning products.

In addition, the certification report issued a corrective action for the MPO, in consultation with INDOT, IndyGo, and other transportation facility operators within the MPO’s planning area, to develop an adequate congestion management process (CMP) to comply with federal laws and regulations. The CMP should be substantially complete by December 31, 2007.

The report also identifies a corrective action, to be completed by the MPO, to include transit projects and programs within the long range transportation plan. This task should not be considered a one time effort, but the beginning of consistent future efforts to include transit within the major transportation planning products of the region. At a minimum, the region’s long range transportation plan should be amended to include transit plans and programs by July 1, 2007. (EDITOR’S NOTE: The MPO completed this corrective action well before the deadline.)

“In a very real way, this corrective action is telling us to stop hiding our light under a bushel,” says MPO Assistant Manager Philip Roth. “The MPO has a long history of multi-modal planning, going back well before the conNeCTions study in the late 90’s which recommended the development of rapid transit for the northeast corridor. We also have supported improvements at IndyGo with our own CMAQ funds and helped identify areas of short and long term service improvement through the Comprehensive Operational Analysis conducted as part of DIRECTIONS,” he notes. “Still the review team makes a valid point. We need to prove that transit is a major, permanent focus of our planning efforts through explicit inclusion in our regional transportation plan. That way, even people who don’t know our history, will get the message.”

Did You Know...

As of May 21, 2007, the average price of unleaded gas in the Indianapolis area was $3.34/gallon – 53¢ higher than it had been just a month before.

Source: AAA Hoosier Motor Club

Commendations

The certification review team commended the MPO on the variety of public outreach efforts it uses to engage the public in the planning process including public education, newsletters, focus groups, surveys, public meetings and sponsorship messages on National Public Radio (referring listeners to the MPO web site, www.indympo.org). In addition, the report noted that the MPO was named Outstanding Service – Learning Community Partner for the Livable Community Project it conducted (in association with the Center for Interactive Learning ad Collaboration - CILC) by the Indiana Department of Education for providing high school students with real world opportunities to address community issues and recommend improvement measures to public officials.

The Indianapolis MPO was also commended for producing an excellent regional pedestrian plan. As noted, the design guidelines are being utilized by INDOT and the Indiana Department of Natural Resources in the Statewide Bike and Pedestrian Trails Plan. To quote the report: “The coordination with the other planners and parks departments is a good example of cross jurisdictional planning. This effort has opened new doors to sharing resources such as Geographical Information System tools.”

Recommendations

The certification review team also offered several quality improvement recommendations for the MPO’s consideration. Members of the federal review team will meet periodically with MPO staff to gauge progress in the implementation of these recommendations. These recommendations, along with the previously noted commendations, were presented under 20 separate headings that identified aspects of the planning process, including:

MPO Structure

Recommendation: It is recommended that the Indianapolis MPO establish a more formal structure with member communities of the IRTC to ensure steady, commensurate funding from local sources. This may require structural changes to the make-up of the MPO (i.e. move outside of the City-County government). There are several MPO structures that could be investigated, such as a Council of Governments. Given the fact that Indianapolis has the cont on page 21, see Certification Review Feedback
most interstates in its planning area of any MPO in the nation, some considera-
tion should be given to having a trans-
portation study arrangement which
would employ staff from the Indiana
Department of Transportation (INDOT).

Recommendation: It is recommended that the Indianapolis MPO continue to
engage the dialogue generated by its
draft strategic plan with members of the
IRTCC and others in the nine-county non-
attainment area regarding its staff size. It
is also recommended that, per 23 CFR
450.306(e), the MPO examine arrange-
ments to utilize staff resources of the
agencies in the IRTC technical member-
ship to carry out selected elements of the
planning process.

Recommendation: It is recommended that, at very least, the Indianapolis MPO
should follow their 1976 agreement to
annually rotate the chairs of the IRTC
Policy and Technical Committees.

Metropolitan Area (Planning) Boundaries
Recommendation: It is recommended that the Indianapolis MPA include the
entire areas air quality non-attainment area, including the non-urbanized areas, but excluding the areas covered by the
CAMPO and MCCOG MPAs.

Unified Planning Work Program (UPWP)
Recommendation: In addition to solicit-
ing input from FHWA and FTA on its
the UPWP, the MPO needs to solicit
input from the public, IndyGo, INDOT
and other member agencies like IDEM
and DPW.

“We naturally, we’ve always worked
closely with our various planning part-
tners to develop our work program,” says
Dearing, “but I think the review team is
asking us to formalize the process by
which we gather input so that the influ-
ence of that input on the UPWP can be
tracked.”

Recommendation: The MPO is required
to send INDOT, FHWA and FTA copies
of planning products, studies, etc., when
they are available. If they are available
on-line, it is recommended the MPO
send e-mails or some type of correspon-
dence noting the availability of these
products.

Public Involvement Process
In addition to the previously noted com-
mandations:

Recommendation: The MPO should
make efforts to include more minorities
on the CAC and on the IRTC to be more
representative of the demographic com-
position of the region.

Recommendation: The MPO needs to
ensure their outreach and involvement
efforts are not only a means to inform
the public of their actions, but also to
solicit public input. The MPO should
provide a clear process that demon-
strates how public comments are consid-
ered in the regional transportation plan-
ning process.

Recommendation: The MPO should
make Spanish translation of its Public
Participation Plan (PPP) available, upon
request. (EDITOR’S NOTE: This will be
available in late summer 2007.)

Title VI of the Civil Rights Act and Executive Order 12898
Recommendation: The MPO should
establish appropriate standards and mea-
sures and analyze the Transportation
Plan, Indianapolis Regional
Transportation Improvement Program
and other MPO actions, plans and
investments to ensure they are consistent
with and do not violate Title VI an the
Executive Order 12898 Environmental
Justice (see related story, page 7).

Multimodal Activities
In addition to the previously noted com-
mandation, the MPO staff was com-
mended for their support of CIRTA and
for leading the Rapid Transit Study,
DIRECTIONS. The MPO also was commen-
ded on meeting with FTA headquar-
tcont on page 22, see Certification Review Feedback
Certification Review Feedback
(from page 21)

ters on the travel demand model early in the New Start process – a decision that pushed the selection of a locally preferred route/mode alternative from fall of 2005 to late this year.

Recommendation: CIRTA should be functioning as an independent organization with its own resources to operate its own staff and director independently of the MPO staff by 12/31/2009. At its current level of funding, the MPO does not have the resources to complete the stated mission of CIRTA and simultaneously meet the federal requirements for metropolitan planning.

Recommendation: The MPO’s strategic plan should address the MPO’s relationship to CIRTA and define the roles and responsibilities of each individual agency with respect to one another.

Intelligent Transportation Systems (ITS)

Recommendation: In order to ensure that the regional architecture remains up-to-date and valuable to the region, the identified ITS working group should meet by June 1, 2007 to establish a regular working agreement amongst stakeholders. (EDITOR’S NOTE: This meeting took place by the deadline.)

Recommendation: One of the first orders of business of this working group should be to coordinate with the Metropolitan Emergency Communication Agency to create and implement a communications backbone that can facilitate ITS systems amongst all stakeholders.

Recommendation: Operating agencies should coordinate with the MPO staff responsible for implementing the Congestion Management Process (CMP) to provide archived travel data (both highway and transit) to be included as part of the CMP. (EDITOR’S NOTE; The certification report also included reference to the previously noted CMP Corrective Action under this heading.)

Freight

Recommendation: The MPO should update its 1995 Comprehensive Rail Study and expand it to the nine-county metropolitan planning area.

Recommendation: Freight needs to be better documented in the 2030 Transportation Plan than it currently is. The MPO must document its conclusion efforts with the major motor and rail carriers in the Indianapolis metropolitan planning area during the development of the transportation plan and the Indianapolis Regional Transportation Improvement Program.

Recommendation: The report also recommended that the existing truck/rail map be updated for the metropolitan area. This should probably be a UPWP work item as well.

HPPS- Highway Performance Monitoring System

Recommendation: The federal certification review team recommended an agreement between INDOT and the Indianapolis MPO be established in the

Did You Know...
If you drive an SUV, commuting costs you $20.87 a day
Source: www.327ride.net, assuming AAA average cost per mile for 2006 model year for insurance, maintenance, tires and depreciation, plus 15 mpg and $5/day for parking.

cont on page 23, Certification Review Feedback
Certification Review Feedback

(from page 22)

near future. The agreement should include roles, responsibilities, schedules, geographic coverage and data items that INDOT and the Indianapolis MPO are responsible for collecting and updating.

Recommendation: A quarterly progress report jointly prepared by the MPO and INDOT to FHWA's Indiana Division was strongly recommended. Regular monitoring and feedback between the two agencies should be established to ensure timely submission of PMS data by June 1 and June 15 deadlines of each year as required by 23 CFR 1.5.

Recommendation: Based on the maps of the existing HPS segments within the Indianapolis MPO, sample clustering was observed. For this reason, the report recommended that the HPMS samples be reviewed and examined to ensure an unbiased sample and to meet the requirements defined in the FHWA HPMS Field Manual.

Travel Demand Forecasting

Recommendation: Given limited staffing and heavy workload, the certification team recommended accelerating its Senior Modeler hiring process so that the modeler can effectively direct, manage and coordinate many planned model improvement activities. Since the MPO is a Division under the City of Indianapolis, the hiring process is beyond the MPO's authority. The federal team recommends the MPO present the case persuasively to the City government so that the position can be filled soon.

(Editor's Note: MPO Manager Mike Dearing reports that after meeting with the City administration in December, 2006, on this and other topics, he received the go-ahead to fill the Senior Modeler position.)

Public Comments

During the Public Certification Meeting held from 6:30 – 8 PM on Thursday, August 29, 2006 in Room 107 of the City-County Building, 200 East Washington, downtown Indianapolis, the public was invited to provide comments to the certification review team. Fifteen people spoke at the public meeting and two comments were received by e-mail. Of those, ten people expressed a need for investment in mass transit. Others spoke specifically about projects and not the planning process. Following are excerpts of the public comments noted in the certification report:

According to one citizen, the Citizens Advisory Committee reached its zenith in past years. It has now become perfunctory in its role and she expressed frustration that the CAC does not seem to have much input in the (transportation) planning process.

One meeting attendee commended the MPO staff and its ability to talk to her organization and its ability to explain the outcomes of decisions. She also stated that INDOT appears to be ignoring the MPO's input on the I-69 study. It made her question the MPO's independence to balance all needs and feels that INDOT has strong-armed them into a predetermined position.

Another person expressed concern about public input not being heard. He feels that public involvement is just a formality and that the public is not being heard.

One person noted that he would like to see mass transit from downtown to Noblesville and is disappointed that nothing has happened to date with the rapid transit study.

A written comment was received that highlighted many of the same points raised by the certification report. The writer expressed the following concerns: the MPO should be removed from the City of Indianapolis and moved to an independent Council of Governments due to the growing size of the planning area; concern that the MPO's ability to talk to her organization and its ability to explain the outcomes of decisions. She also stated that INDOT appears to be ignoring the MPO's input on the I-69 study. It made her question the MPO's independence to balance all needs and feels that INDOT has strong-armed them into a predetermined position.

Another person observed that the MPO staff can only advise and not influence the outcome.

A representative from the University of Indianapolis was complimentary to the MPO in aiding them to conduct a public discussion on mass transit issues. The MPO's newsletter, tMPO, is a good publication, he said.

One citizen believes that because the MPO cannot implement projects their input is not considered. He cited that mass transit decisions need to be made now because the costs for implementation are going to be prohibitive in the future.

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One person commented that, with the Hispanic population growing 500% over the last 5-20 years, they need more transit services. The Hispanic community is accustomed to mass transit. Currently, the availability of transit is limited. The MPO is working on reaching out to the Hispanic population, but this population needs to be included and targeted more. He said that the transit system needs to reach more places in the city where the jobs are.

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cont on page 24, Certification Review Feedback
Recommendation:
The certification team also recommended the MPO have its Household Travel Survey conducted sooner during the proposed 2007-2009 time frame given the potential risks associated with the valid forecasts and regional emission analysis results. Hiring the new modeler will be critical to getting the household travel survey conducted in 2007.

Transportation Plan Recommendation:
The MPO was encouraged in the last certification review to have a transportation plan that ensures all planning activities are considered and coordinated in a multi-modal planning process. The MPO was encouraged to not have separate planning documents for highway and transit. (EDITOR’S NOTE: This recommendation was adopted and completed by the June 20, 2007 MDC. The Certification Report also included reference to the previously noted Transportation Plan Corrective Action under this heading.)

The certification report states: Subject to the completion of the corrective actions cited in the certification report, the planning process in the Indianapolis metropolitan area, as carried out by the Indianapolis Department of Metropolitan Development (EDITOR’S NOTE: Though housed within this City-County department, the MPO bears a singular federal mandate to serve the regional mobility needs of its entire planning area) is certified for a 3-year period beginning with the date of the certification letter transmitting this report. When the Indianapolis MPO complies with the new Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU) requirements, the Indianapolis MPO will be certified on a four-year basis.

Did You Know...
In 2005, 83% of all Hoosiers drove to work alone, ranking Indiana fifth-highest nationwide in the use of single occupant vehicles.

Source: U.S. Census

Want to participate in the region-wide transportation planning process? Here are four ways:

- Visit the MPO web site at www.indympo.org and attend the public meetings listed there
- Call the 24-hour MPO Comment Line at 317/327-8601
- E-mail or call any of your MPO staff using the contact information contained in tɛMPO
- Visit clearDiRecTionS.info -- a web site currently under construction that’s dedicated to the MPO’s rapid transit study DiRecTionS and Regional Land Use “Smart Growth” Study.
Hot on the heels of sizzling summer comes the very welcome relief of fall. In transportation planning, as elsewhere, autumn is a time when we harvest the bounty from our efforts. This issue of teMPO details a bumper crop of transportation-related information gathered and projects conducted for the benefit of the regional transportation system and the people who use it. Some, planted years ago, are yielding information that is decidedly mixed in nature, like this year’s independent Urban Mobility Study which reports that regional congestion is bad, but not growing as quickly here as elsewhere thanks to roadway capacity expansion.

cont on page 3, see Bumper Crop

In early September the Texas Transportation Institute, a part of Texas A&M University, released its 2007 Urban Mobility Report. Using data from 1982 through 2005 (the last year available), report co-authors David Schrank, an Associate Research Scientist, and Tim Lomax, Research Engineer, found that the number of cities where commuters are stuck in traffic more than 40 hours per year grew from one in 1982 to 28 in 2005!

Other nation-wide congestion findings are just as startling. The annual average delay per peak or rush hour traveler due to congestion was 14 hours in 1982, but 38 hours in 2005 – an

cont on page 20, see Indy’s Congestion Ranking

As previously reported in teMPO, Phase I of the Regional ‘Smart Growth’ Land Use Study is being conducted: to develop transit-supportive development (TSD) typologies, update and refine the vision statement for rapid transit in Central Indiana and develop policies, consistent with Federal Transit Administration (FTA) best practices, that will support transit throughout the Metropolitan Planning Area (MPA). Since second quarter 2007, the MPO has been working with its lead project consultants to accomplish this purpose while refining study goals and objectives.

Transit-Supportive Development, or TSD, refers to land use development patterns that facilitate, and often require, communities to abandon traditional suburban development patterns by creating compact, mixed use developments that are pedestrian-friendly and transit-oriented.

cont on page 6, Regional Land Use Study Update
In Q & A, members of your MPO staff answer questions posed to them via voice mail, e-mail, regular mail, or in-person. In this issue, MPO Manager/Master Planner Mike Dearing offers insight in how the agency puts its “to do” list together and what might be on that list for 2008.

“What’s coming up in transportation planning for the coming year? I know some projects will carry over to 2008, like the Smart Growth Land Use Study, but what about new studies? What areas are you likely to focus on in the near future?”

— Asked by various people in the third quarter, 2007

This is the one time of year that I can’t give a simple, straight answer to this question because we’re still in the process of finalizing our annual “to do” list. The MPO’s 2008 Unified Planning Work Program, or UPWP, is approaching completion as of press time. So, I can offer general hints about what it includes, but would rather push back a detailed description of projects until the next issue of teMPO.

As with past documents, the 2008 UPWP has been in development for nearly a year with MPO planners and planning partners shepherding specific projects that might become program priorities. The program’s deliberate, long view development process aids the MPO in its budgeting and scheduling of planning activity.

Usually, the UPWP is finalized by late in the year following approval by the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), and adoption by the Metropolitan Development Commission (MDC). The 2008 UPWP already has been approved by INDOT, the FHWA and the FTA. The Indianapolis Regional Transportation Council, the decision-making body of the regional transportation planning process, also approved it at its October 31st meeting and it was adopted by the MDC on November 7 -- less than a week before this writing.

So, it’s still pretty fresh and, until the dust settles, it may be premature to talk about specific projects slated for plan inclusion though, as you note, some projects from the 2007 UPWP are expected to take more than a year. These include Phase I of the Regional Smart Growth Land Use Study and the Alternatives Analysis Phase of the rapid transit study DIRECTIONS.

Other broad planning categories are likely to remain consistent in our 2008 Plan as they reflect MPO core responsibilities. For instance, we will probably have new

cont on page 25, see Q & A
Bumper Crop
(from page 1)

and planning efforts focused on a modally balanced system. For others, like the Regional ‘Smart Growth’ Land Use Study, it’s too early to tell exactly what will be produced. Still, it’s interesting to note the seeds that already have taken root with the public. Still others are celebrating their harvest at press time, like the MPO-sponsored Pedal & Park program whose spring and summer growing season has resulted in cycling convenience at half-dozen greenways adjacent events not to mention a lot of ‘lettuce’ for corral monitoring not-for-profits. You’ll find details of these and other planning initiatives right here. Plus, you’ll learn plenty about the MPO’s summer series of public meetings, the area’s crash statistics, the regional importance of global Peak Oil awareness, and more! Read it all . . . only in the Summer/Autumn issue of teMPO.

MPO Profile
Meet Ehren Bingaman, a Ball State graduate, former community planner, and a new face in regional transportation.

In early September, Ehren started in his position as Executive Director of the Central Indiana Regional Transportation Authority (CIRTA). In this role, he is primarily responsible for carrying out the goals and objectives of CIRTA’s strategic plan, including securing operating funds, developing long-term funding mechanisms for the implementation of regional transit, and working with transit planning and implementing entities.

“I look forward to collaborating on a plan for regional mass transit,” says Bingaman. “Affordable, dependable transit systems are a “must” for continuing to attract economic development and talented workers to our region. I know that’s the goal of CIRTA’s Board and that’s why I’m here.”

CIRTA is governed by a 16-member Board of Directors that represents nine counties, as well as municipalities, the Indianapolis Regional Transportation Council, and the labor organization for IndyGo employees.

Bingaman brings impressive credentials to his new position. Most recently, he served as Executive Director for the Fort Harrison Reuse Authority where he worked with state, city and local elected officials to attract 900 jobs, initiated a public-private partnership that led to the 90-acre Lawrence Village project, and orchestrated a land swap with the Army, the Defense Commissary Agency, the Army/Air Force Exchange Service, the Army Reserves, and the City of Lawrence that resulted in the completion of a $12 million facility in June of this year.

Bingaman also has worked as deputy legislature director/grant coordinator for a state agency, a community planning consultant, and a community planner and grant writer. He is married and resides in Brownsburg with his wife, Mindy, and their two daughters.
Peak Oil Prognosis

It’s like the long range planning we regularly do for the regional transportation system,” explains MPO Assistant Manager/Master Planner Philip Roth, AICP, of his recent focus on the subject of Peak Oil. “One big difference, of course, is that it’s global in scale, because it considers the world oil supply and the likely scarcity of fossil fuels over the next three decades. But there are local ramifications and that’s why the MPO is now working with the Marion County Health Department’s (MCHD) Peak Oil Group.”

Philip Roth
MPO Assistant Manager

Peak Oil issues are varied and complex — involving everything from national, regional and local economies; transportation; environmental concerns; industrial forecasts and health issues — but all stem from a relatively simple and well-documented concept put forth by geophysicist Dr. M. King Hubbert.

Hubbert established the average ‘life expectancy’ of an oil well at around 30 years. Once oil is discovered, each individual well gradually becomes more productive, pumping an increasing number of barrels each year during the first half of its active life. Its oil production capacity peaks at about 15 years and maintains that rate of productivity for a relatively short period, maybe one or two years. After that, productivity declines as the well’s remaining crude become harder and more expensive to extract.

This concept, though widely accepted within the oil industry, is not well known or publicly recognized among the general populations of the world’s industrialized nations. And, the Organization of Petroleum Exporting Countries (O.P.E.C.) would like to keep it that way.

In Burn’s words, GM wants to “take the automobile out of the environmental debate.” With emissions of nothing more than water vapor, hydrogen fuel cells eliminate carbon fuels altogether. Instead, the debate over the types of energy used to generate hydrogen shifts from GM and other carmakers to the natural resources and power industries.

GM’s latest fuel-cell car, the Sequel concept, was introduced at the 2005 North American International Auto Show. Less than two years later, it’s a drive-able prototype, now called the Chevrolet Sequel.

2.

Biofuels continue to attract attention though they have a built-in problem. Processing such fuels from vegetable matter currently requires fossil fuel. And, in some cases, the trade-off isn’t very attractive. For instance, it currently takes one gallon of petroleum energy to produce 1.3 gallons of corn ethanol. Not good news for Indiana’s corn crop. The ratio is more attractive for Brazil’s sugar cane market – one gallon of petroleum-based fuel can process eight gallons of biofuel from it. But the current winner of ‘pedal to the metal’ cash crops is Switch Grass (Panicum virgatum) — a warm season grass and one of the dominant species of the central North American tall grass prairie. Thirty gallons of bio fuel can be processed from it using only one gallon of fossil fuel!

Did You Know...

that the number of Hoosiers leaving for work before 6:30 AM to avoid traffic congestion has jumped by 33,500 since 2001.

Source: Census Bureau, American Community Survey

One reason O.P.E.C. nations and other significant oil producing countries would hope to keep the dwindling fossil fuel supply quiet is because documenting such an issue would, no doubt, spur interest and investment in the already growing alternatives fuel industry and its related markets.

Two Examples:

1.

Automobile manufacturers around the world have already produced a variety of hybrid electric cars and continue to perfect the technology that will allow these vehicles to come down in price and expand their effective travel ranges on a single charge. Though already popular among environmentally conscious drivers, most hybrids still utilize fossil fuels as their primary or secondary power source. One exception: General Motor’s new Sequel— one of the new hydrogen-based vehicles currently in development.

GM has spent a decade working on fuel-cell cars, with several concept vehicles along the way: the HydroGen1 of 2000, and the AUTOOnomy and HyWire concepts revealed in 2002. The most recent push came when CEO Rick Wagoner challenged GM’s global head of research and development, Larry Burns, to completely reinvent the automobile for the 21st century “unburdened by any legacy technologies.”

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EJ Excerpts

As reported in teMPO, Vol. 11, Issue One, in February of this year the MPO authorized three consultants to jointly conduct its 2007 Environmental Justice Initiative – a project intended to identify effective strategies for reaching out to under-served populations. Through this initiative, the MPO will implement an environmental justice program consistent with the requirements of the current federal transportation bill (SAFETEA-LU), and as prescribed in the Federal Actions To Address Environmental Justice in Minority Populations and Low Income Populations Executive Order and Title VI.

“Our ultimate goal with this project is to create and maintain a sustainable public involvement program that proactively engages traditionally under-represented segments of the population to plan and help implement planning recommendations,” explains MPO Planner Catherine Kostyn, M.A., who’s overseeing the initiative with consultants Engaging Solutions, LLC, Blalock & Brown and Whitman Communications, Inc. “The MPO has actively pursued this goal for years. We trust this initiative will produce a model that offers a strategic foundation for future outreach and involvement efforts.”

As scheduled, a draft project report was submitted to the MPO in late September for review. Following incorporation of its comments, a final EJ Initiative Report will be issued and available for download at www.indympo.org. Until then, consider this excerpt from potential EJ Outreach Recommendations:

1. Establish an EJ steering committee with whom the MPO can coordinate its efforts. Invited/appointed committee members should be community leaders who currently represent organizations serving the primary EJ target audiences. Their guidance can/will provide the MPO with perspectives on key individuals, organizations and social venues (even media choices) that the MPO cannot afford to research.

EJ-related groups that should be willing to help address Environmental Justice issues include, but should not be limited to, these National Environmental Justice Advisory Council (NEJAC) recommendations:

- Community and neighborhood groups
- Health, welfare and other community service organizations
- Educational institutions at all levels
- Environmental organizations
- Government agencies (federal, state, county, local and tribal)
- Industry and business
- Medical Community
- Non-government organizations
- Religious communities
- Spiritual communities

3. EJ outreach should have its own presence on the MPO web site, including Home Page accessibility, and within established MPO publications (e.g. teMPO).

4. Steering Committee members, as well as dedicated MPO staff and contributing consultants, should be encouraged to help establish on-going relationships with niche media personnel to expand on the coverage of MPO planning activity within the EJ population.

To date, The Indiana Herald, La Voz de Indiana, La Ola Latino Americana and Radio One regularly cover MPO planning activities within the EJ community, but other media outlets (e.g. UniVision), including those with whom the MPO spends considerable advertising dollars to promote upcoming public meetings resist coverage, in part, because no one within their immediate community is saying the information is important to their readers/listeners/viewers. That’s where Steering Committee members can help.

Committee members can also provide introductions, critique and enhance proposed outreach plans, and leverage their positions within the community to encourage event or process participation.

2. Beyond those organizations represented by Steering Committee participants, identify external EJ stakeholder groups with whom to partner and provide opportunities for them to offer input on EJ process implementation as well as (specific) input on planning decisions that may impact their health, property values and lifestyles.

cont on page 26, see EJ Excerpts
Effective TSD is based on land use variety and compact development patterns, providing . . .

- ample opportunity to live, work and play in close proximity
- a majority of daily needs with walking distance of residences and places of business
- ample population density to support public transportation

TSD is pedestrian-friendly design. It supports transit, but also empowers people. Its . . .

- land uses are interconnected by an extensive network of pedestrian pathways
- development is oriented toward the street with parking in the rear
- buildings are designed at pedestrian scale
- traffic-calming measures are an integral part of the street design.

TSD is pedestrian-friendly because it also reduces automobile impacts on the human environment.

- Off-street parking is reduced or eliminated, often being restricted to the edges of the development.
- Structured parking is the preferred alternative to surface parking.
- A compact development pattern facilitates walking instead of driving.
- Mixed uses eliminate the occurrence of one-stop auto trips.

TSD is also transit-oriented.

- Transit stations are often at the center of TSD design.
- Transit stations are within easy walking distance of all other station area amenities.
- Transit options are varied and can include walking, bicycles, circulator busses, commuter busses, light rail and commuter rail.

The Metropolitan Planning Organization has chosen HNTB Corporation and Cambridge Systematics to work as lead consultants on both the Regional ‘Smart Growth’ Land Use Study and the final Alternatives Analysis Phase of the rapid transit study DIRECTIONS (see related story, page 23). The primary goal of the land use study is to identify actions the region can take to maximize its Federal Transit Administration (FTA) New Starts land use rating. Since that rating is based on a number of ‘smart growth’ aspects, the study team is proceeding on the premise that a “medium” or better rating for the region under FTA criteria could make it eligible for federal transit funding. Earning such a rating also would mean that elements would be in place to achieve many of the mobility and quality-of-life benefits offered by coordinated transportation investment and land development.

“Good TSD is a combination of unique and sustainable development patterns that provide a sound and supportive foundation for public transportation services,” says David Wenzel, HNTB Vice President serving as lead project consultant. “Well planned and prudent TSD design can help communities provide developments that are vibrant, healthy and diverse for the people living and working in them.”

With 56.6 miles of trails already in use, the region offers unique opportunities for TSD’s compact development patterns which encourage walking instead of driving.

Based on this goal, the Regional ‘Smart Growth’ Land Use study’s major objectives are:

- build consensus on the value and nature of transit-supportive development

cont on page 8, see Regional Land Use Study Update
Pedal & Park’s Promise Pays Off

When all was said and done, it turned out to be a bigger season for Pedal & Park than even our corral volunteers realized,” says Tom McCain, Chairman of the program’s Steering Committee. “Rain hurt our last event (Penrod) which is traditionally a big one for us, just as the summer’s prolonged heat wave held down State Fair attendance. Still, the final count for cyclists who took advantage of free, secured parking in our bike corral at six Pedal & Park events came to 2,542 – just a few dozen shy of last year’s all time record!”

This is the sixth year the MPO has sponsored Pedal & Park bike corrals. The program was founded by the Greenways Foundation to encourage use of non-motorized transportation alternatives, promote activity on Indy Greenways, dispense relevant recreational literature, and raise funds for its partnering not-for-profit organizations. The Central Indiana Bicycling Association (CIBA) is instrumental in coordinating most corral volunteer supervision. However, in recent years, other volunteer groups have stepped up to add events to the Pedal & Park seasonal roster. For instance, for each of the last two years, the season has started with Earth Day Indiana (EDI) in late April where EDI volunteers supervise the corral themselves. And, over the July 4th holiday, the Monon Trailblazers in Hamilton County have supervised the corral at CarmelFest which has become the program’s largest two-day event.

“We are delighted that Pedal & Park has expanded outside of Marion County this year than ever before — $3,642, exceeding its contractual maximum obligation of $3,500. In addition, the MPO spent another $982 to replace worn volunteer shelter components. Each year, the MPO also underwrites communications/public relations support for the program as part of its sponsorship, which resulted in 2007 coverage in The Indianapolis Star, and on WIBC and WFYI radio, as well as elsewhere.

Did you know . . .

Nearly 12,000 area cyclists have parked in Pedal & Park bike corrals at various greenways-adjacent spring and summer events just since 2002. And, because it pays participating not-for-profit organizations a parking fee of $1/bike, or a guaranteed daily minimum of $100 (which ever is greater), the MPO’s total sponsorship commitment over the last six years including cash, public relations support, coordination compensation and tent/shelter purchase/repair/replacement exceeds $20,000 in grass roots support.
Regional Land Use Study Update
(from page 6)

• establish how the region currently compares to other regions in terms of transit supportive land use patterns and policies
• identify policies and actions to strengthen the transit supportiveness of land use patterns, and...
• assess the potential market for transit-supportive development in the region

Vision Statement

The MPO Vision Statement for Transportation in Central Indiana currently says:

The Indianapolis Metropolitan Planning Area will be a regional network of diverse, walk-able, bike-able and transit-friendly communities linked by a comprehensive, multi-modal system that provides access to home, work, education, commerce, transit and recreation.

This vision statement recognizes the importance of balance among all transportation modes, connects transportation and land use, and understands that economic and community development are sustained by the region's quality-of-life and environmental health.

TSD Principles

Transit Supportive Development, or TSD, has four major community planning principles.

Density refers to the population density of a given area and is used by the Federal Transit Administration (FTA) to measure TSD feasibility. Higher densities indicate stronger support of proposed transit systems because they suggest greater future ridership potential.

Design Aesthetics refer to TSD's aesthetic treatment considerations including design guidelines, such as scale and variety, and building standards.

Diversity of Uses involve key points to consider when planning transit-oriented development, such as having an established employment base within close proximity of a transit station and maximizing mixed-use development opportunities even within the same building and between adjacent sites.

The process by which planners Distinguish Typology of transit stations helps facilitate the TSD design process by providing a framework for determining appropriate design and development standards.

Density

The Federal Transit Administration, or FTA, defines low density development to be below 3,333 people per square mile. This correlates to about two dwellings or less per acre. Currently, most locations in the Indianapolis region fall below this threshold. Greater density directly correlates to greater transit ridership potential. In-fill development is a good way to increase density, as is structured parking facilities which reduce the need for surface parking. Transit-supportive density in conjunction with mixed-use development reduces the need for parking facilities. For planning purposes, highest density development should be placed nearest transit stations.

Design Aesthetics

In TSD, well crafted design guidelines and building standards create a unique sense of place. Community character can be defined through coordinated visual clues, such as streetscape elements unique to each development, distinctive

Successful TSD mixes public, commercial, residential, office/employment, entertainment, retail and open space uses.

Housing should include a broad range of choices -- small lots single family, multi-family, town homes, lofts above commercial and retail spaces, multi-story apartments -- at a variety of price points.

entry monuments and street signage, cohesive architectural styles and building heights.

Development size should be scaled, and its use varied, to meet local community needs. Pedestrian access should be pro-

cont on page 9, see Regional Land Use Study Update
Regional Land Use Study Update
(from page 8)
vided via a network of interconnected trails and pathways or by placing storefront developments close to the street. Automobile impacts on the human environment should be reduced by limiting off-street parking, including traffic-calming devices along street corridors and diverting vehicle access to the outer edges of the development.

TSD Typologies

Five transit station typologies have been identified for planning purposes in the Regional ‘Smart Growth’ Land Use Study: The Regional Employment Station Types of Downtown Stations, Single Purpose Destination Stations, Sub-Regional Employment Center Stations, and the Residential Community Station Types of Community Stations and Neighborhood Walk-Up Stations. Each type, when considered for its development potential, land use characteristics, and available facilities/services, offers a unique way for planners to meet the needs and match the distinctive character of proposed locales.

Downtown Stations are generally located in major employment centers and, as such, are supported by high-density mixed use development including retail and entertainment uses, major office and commercial development, and mid- to high-rise housing development. For this reason, new mixed-use TSD development potential for such stations is high. Land-use characteristics already support mid- to high-density residential uses, as well as retail, entertainment, commercial, institutional and high density mixed use. Such stations normally incorporate a boarding platform, enclosed shelter, landscaping and other urban design amenities, inter-modal connections (bus. train, bicycle, pedestrian, automobile), circulator service and bike racks.

Single Purpose Destination Stations are generally located in regional employment areas near special use venues like sports stadiums and convention centers. Destination stations are typically supported by medium density mixed-use development including retail and entertainment uses, office and commercial development, and low- to mid-rise housing development. For this reason, new mixed-use TSD development potential is high depending on site size/ location. Land-use characteristics already support mid-density residential uses, as well as retail, entertainment and mid-density mixed use. Such stations normally incorporate a boarding platform, enclosed shelter, enhanced pedestrian connections, landscaping and other urban design amenities, feeder bus service, “kiss and ride” facilities, bike racks and limited on-site parking.

Community Stations are generally located in residential communities and are typically supported by medium to high density mixed-use development, including retail and entertainment uses, major office and commercial development, and low- to mid-rise housing development. For this reason, new mixed use TSD development potential is high depending on site size and location. Land-use characteristics already support mid-density residential use, as well retail, entertainment and mid-density mixed use. Such stations normally incorporate a boarding platform, enclosed shelter, enhanced pedestrian connections, landscaping and other urban design amenities, feeder bus service, “kiss and ride” facilities, bike racks and limited on-site parking.

Downtown Stations are generally located in major employment centers and, as such, are supported by high-density mixed use development including retail and entertainment uses, major office and commercial development, and mid- to high-rise housing development. For this reason, new mixed-use TSD development potential is high depending on site size and location, and district use pattern. Land-use characteristics already support high density residential use, as well as retail, entertainment, commercial, institutional, high density mixed-use and other single purpose uses. Such stations normally incorporate a boarding platform, enclosed shelter, enhanced pedestrian connections, landscaping and other urban design amenities, and bike racks.

Sub-Regional Employment Center Stations are generally located in regional employment areas. They are typically supported by medium- to high-density mixed-use development, including retail and entertainment uses, major office and commercial development, and mid-rise housing development. For this reason, new mixed-use TSD development potential for such stations is high, depending on site size/ location. Land-use characteristics already support mid-density residential uses, as well as retail, entertainment, office, commercial, industrial, institutional and mid-density mixed use.

Distinguish Typologies

When it comes to TSD, one size does NOT fit all. Distinguishing transit station typology helps to provide a framework for conceptual regional level planning. It facilitates the evaluation of transit impacts on existing development patterns and future land use.

For the Regional ‘Smart Growth’ Land Use Study, five basic station typologies have been identified in two categories: Regional Employment Station Types and Residential Community Station Types.

cont on page 10, see Regional Land Use Study Update
Why Transit-Oriented Development?
There are all kinds of reasons to consider the benefits of transit-supportive development (TSD) and the application of smart growth principles for land use planning in the Greater Indianapolis region – Quality-of-Life, Economic and Environmental! This is why the Indianapolis MPO is conducting the Regional ‘Smart Growth’ Land Use Study with the help of people like you. Consider this . . .

**Quality-of-Life**

- Ninety-four percent of the average American Household’s transportation budget goes to buying, maintaining, and operating cars.
  

- From 1995 to 2005, public transportation ridership increased in America by 25 percent.
  
  Source: 2006 Public Transportation Fact Book

- Over the next 20 years, demand for housing within a half-mile of 27 existing rail systems and 15 planned extensions or new systems is expected to be double the number of households living there today.
  
  Source: Hidden in Plain Sight: Capturing the Demand for Housing Near Transit, Reconnecting America’s Center for Transit-Oriented Development

- Americans living in areas served by public transportation save $18 billion annually in congestion costs.
  

**Economic**

- Most evidence suggests that being near transit enhances property values and rents.
  

- Since the DART (Dallas Area Rapid Transit) system began operation in 1996, local authorities estimate that more than $800 million of commercial and residential development has occurred within walking distance of stations.
  
  Source: Developing Around Transit, Strategies and Solutions that Work, Urban Land Institute, 2004

- In Dallas, median values of office properties around transit stations increased 14% more than those not around stations between 1997 and 2001.
  
  Source: “An Assessment of the DART LRT on Taxable Property Valuations and Transit Oriented Development”, University of North Texas Center for Economic Development Research

- The two Metro-rail Corridors in Arlington County, Virginia represent 6% of the county’s land and produce almost half its tax revenue.
  
  Source: Developing Around Transit, Strategies and Solutions that Work, Urban Land Institute, 2004

- In Dallas, median values of residential properties around transit stations increased 13% more than those not around station between 1997 and 2001.
  
  Source: “An Assessment of the DART LRT on Taxable Property Valuations and Transit Oriented Development”, University of North Texas Center for Economic Development Research

**Environmental**

- Today, each American occupies almost 20% more developed land (housing, schools, stores, roads) than 20 years ago.
  
  Source: Center for Environment and Population, USA Today. October 26, 2006

- In America, the current rate of land consumption is twice the rate of population growth.
  
  Source: Center for Environment and Population, USA Today. October 26, 2006

- More than 50,000 brownfield sites (abandoned industrial and commercial sites) have been converted to new uses in the past decade.
  
  Source: Northeast Midwest Institute, a non-partisan research based organization based in Washington D.C., USA Today. October 26, 2006
As previously reported in temPO, both the Alternative Analysis Phase of the rapid transit study DIRECTIONS and Phase I of the Regional ‘Smart Growth’ Land Use Study are being supported by a joint web site reflecting the studies’ interdependent nature (EDITOR’S NOTE: The land use study is focusing on opportunities for transit-supportive development (TSD) in the region, especially in the northeast corridor where a rapid transit starter system has been proposed. DIRECTIONS is currently assessing the capital cost and projected ridership numbers of 12 starter system alternatives (four route options times three mode options) within that corridor.)

Though the cleardirections.info URL has been live since mid-June, prior to the start of the MPO’s summer-long series of Land Use & Transit Public Forum meetings, that preliminary site featured reasons for considering regional transit and TSD and upcoming meeting information only. Since then, a more comprehensive site has been unveiled.

How to Get Where We Need To Be

cleardirections.info now offers visitors a look back and a look ahead in the areas of transit and TSD planning, as well as general info on the MPO itself.

“Consider the latter just brief background on your regional transportation planners,” says MPO Manager Mike Dearing. “We know that most people visiting this site are a lot more interested in the studies than they are in us. That’s why the “ABOUT US” section is the smallest of the three, while the DIRECTIONS and LAND USE sections are comprehensive, offering a variety of study information on background, current activities, planning tools and findings.”

When you enter the DIRECTIONS section of the site, you again see a variety of reasons for taking the subject of regional transit development seriously. These answer the question of why study regional transit in the first place, and list different types of benefits it offers – economic, environmental, mobility and quality-of-life.

The next section offers Study Background to give visitors a feel for what DIRECTIONS has been doing since its inception in December, 2002 and details some findings from Phase I of the study, including Rapid Transit System Community Criteria. Phase II follows, including a description of the Northeast Corridor and more public input in the form of Commuter Practices and Preferences that were gathered during an MPO-sponsored telephone survey.

Phase III is also here describing, in general terms, how regional travel patterns, identified problems and demonstrated needs helped to winnow 15-20 possible starter system route alignments in the northeast corridor down to four when many were found to possess characteristics contrary to previously established Community Goals. The goals are also detailed in order of public importance.

The Current Activities section identifies the project consultants chosen to work with the MPO on the study (HNTB Corp. in conjunction with Cambridge Systematics) and describes the Route Alignments still under consideration, the three Mode Options, and information on the Draft Environmental Impact Statement where the recommended system alternative (possibly two) will be evaluated. A Federal Transit Administration (FTA) New Starts request to enter preliminary engineering will follow the DEIS.

Next Steps details the tasks remaining to be completed before the Alternatives Analysis Phase of DIRECTIONS concludes, including Updating a Financial Implementation Plan and Communicating/Negotiating with the FTA.

The Funding Options page, when complete, will detail various ways that have been identified to pay for the rapid transit starter system. These options are currently being identified by the Central Indiana Regional Transportation Authority (CIRTA).

Study Documents will offer downloads of technical memos and planning papers produced by DIRECTIONS, when made available by the project consultants and the MPO. And, the Discussion Board will be a place for all interested parties to comment on both the subject of regional rapid transit as well as study progress and recommendations.

Smart Growth Land Use

The Regional ‘Smart Growth’ Land Use Study covers a lot of a ground, so to speak, and its section on the web site shows it. Like DIRECTIONS, it begins by detailing the variety of reasons to evaluate the regional applicability of transit-supportive development – economic, environmental and quality-of-life. A page on the Study Scope follows featuring the Study Goals cont on page 28, see cleardirections.info
“Though our investment grows each year, we consider this money well spent,” says Dearing. “Bicycling for recreation and transportation can ease traffic congestion and its related air quality issues. It also helps address the region’s health concerns and demand for greater mobility options,” he notes. “So, when we see long-time events like the Broad Ripple Art Fair grow by 287 corral participants this year alone to a new record high (two-day total: 553), and new events like CarmelFest jump 240 cyclists over last year (two day total: 729, also a record), we spend the money happily. In fact, we’d be delighted to expand our Pedal & Park sponsorship to additional spring and summer, greenways-adjacent events in 2008.”

(Contact Tom McCain for more information at tom@pedalandpark.org or 317/251-4992).

This year, Pedal & Park venues included Earth Day Indiana (April 28), Bike-To-Work Day (May 18), the Broad Ripple Art Fair (May 19-20), CarmelFest (July 3-4), the Indiana State Fair (August 8-9) and Penrod Arts Fair (September 8).

At Penrod, as at other Pedal & Park events, people parked their bikes for FREE in the fenced, continuously monitored Pedal & Park bike corral. For this event, the corral was located at the historic red bridge that connects the Central Canal Towpath to the museum grounds. For easy access, cyclists rode to the fair via the towpath. As program sponsor, the Metropolitan Planning Organization (MPO) paid $1 for each bike parked between 9 AM and 5 PM. Proceeds were shared among the participating not-for-profit organizations whose volunteers supervised the corral, including the Central Indiana Bicycle Association (CIBA), the Greenways Foundation and the Indiana Bicycle Coalition (IBC). For the 10th straight year, CIBA/IBC Co-founder Catherine Dusing coordinated corral volunteers for most of the season’s events.

“Pedal & Park is a real, grass-roots success story,” says Dearing. “Long-time enthusiasts like Catherine have had a hand in making Indianapolis a more bicycle-friendly community.”

For more information on Pedal & Park, visit www.pedalandpark.org.

### Pedal & Park Season At A Glance

<table>
<thead>
<tr>
<th>Event</th>
<th>Corral Cyclists</th>
<th>$ Raised</th>
<th>Coordination Time Paid</th>
</tr>
</thead>
<tbody>
<tr>
<td>Earth Day Indiana</td>
<td>43*</td>
<td>$300</td>
<td>$150††</td>
</tr>
<tr>
<td>Bike-To-Work Day</td>
<td>81†</td>
<td>$100</td>
<td>$150</td>
</tr>
<tr>
<td>Broad Ripple Art Fair</td>
<td>553</td>
<td>$553</td>
<td></td>
</tr>
<tr>
<td>CarmelFest</td>
<td>729</td>
<td>$729</td>
<td>$150</td>
</tr>
<tr>
<td>Indiana State Fair</td>
<td>1,001</td>
<td>$1,375</td>
<td></td>
</tr>
<tr>
<td>Penrod</td>
<td>135</td>
<td>$135</td>
<td></td>
</tr>
<tr>
<td>Total Participants</td>
<td>2,542</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total Dollars, incl. Coordination Time $3,642

* The MPO pays EDI $300, triple the standard daily minimum, to kick-off the season early by hosting a corral in April.
† The MPO pays a daily minimum of $100 to corral volunteers when corral cyclists fail to reach that level. If parked bikes exceed the 100 mark, the MPO pays a sponsorship of $1/bike parked.
†† New this year, the MPO pays the Greenways Foundation $150 per event when they help coordinate the participation of other groups by lending/transporting their corral components and sharing their procedural know-how.

Busy bike corrals like this one from the 2007 season are evidence of the strong demand for alternative mobility options that the Pedal & Park program is helping to meet.
Crash Data Analysis

Imagine attempting to code every traffic accident that has occurred in the general area for the last four years. Tens of thousands of incidents memorialized in reports that too often prove to be frustratingly inaccurate or incomplete. That was, and is, the goal of the Indianapolis Metropolitan Planning Organization working with data provided by Indiana State Police: at www.crashreports.in.gov.

“Our summer intern and I had our hands full trying to map as many crash reports as possible from the raw data,” says MPO Planner Catherine Kostyn, M.A. “But often, the geocoding information, telling us exactly where the accident occurred, was missing or inaccurate. That doesn’t necessarily reflect poorly on the area police departments reporting the incidents to the State Police for inclusion in the data base. They may not have GPS support available, or the GPS system they use may not provide the level of precision we need to pinpoint the exact locale,” she notes.

“Latitude and Longitude to four decimal places sounds great, but it’s just not enough. And, other back-up location references, such as cross streets or closest street address were not consistently used, or may have been cut-off when the information was keyed into the data base. So, a relatively high percentage of accidents couldn’t be coded with real confidence,” she explains. “It’s frustr-

trating, but it may be the natural result of a system that promotes speed over accuracy. Police are rewarded for turning in their accident reports fast and inaccuracies aren’t immediately apparent.

So, why process information with a relatively high percentage of inaccuracies? Two very good reasons:

• Analysis is required to take advantage of Highway Safety Improvement Program (HSIP) funding.

• Even incomplete data helps the MPO identify dangerous intersections.

In effect, if the MPO wants federal help in improving such intersections, its related planning process recommendations must be data-driven. Hence, the analysis.

cont on page 14, see Crash Data Analysis

Note: Maps show incidents from crash model data only.

PERCENTAGE OF UNMAPPABLE 2005-06 CRASH RECORDS BY COUNTY

<table>
<thead>
<tr>
<th>County</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boone</td>
<td>76%</td>
</tr>
<tr>
<td>Hamilton</td>
<td>64%</td>
</tr>
<tr>
<td>Hancock</td>
<td>24%</td>
</tr>
<tr>
<td>Hendricks</td>
<td>72%</td>
</tr>
<tr>
<td>Johnson</td>
<td>86%</td>
</tr>
<tr>
<td>Madison</td>
<td>71%</td>
</tr>
<tr>
<td>Marion</td>
<td>15%</td>
</tr>
<tr>
<td>Morgan</td>
<td>28%</td>
</tr>
<tr>
<td>Shelby</td>
<td>84%</td>
</tr>
</tbody>
</table>

*Record data provided by the Indiana State Police at www.crashreports.in.gov.*

Property Damage Crashes 2003-2006

Note: Maps show incidents from crash model data only.
Crash Data Analysis
(from page 13)

“It’s true that the data available to us for this purpose has some built-in problems,” acknowledges MPO Principal Planner Andy Swenson (See related story, page 15.) “A fair percentage of it is unmappable for various reasons. However, our job is to make the most out of what we have because our region, literally, has a lot riding on it.”

The Process
Analysis began with the download of selected records in the form of text files or Access data base. This raw data was processed into a form that could be mapped when incident reports included detailed latitude and longitude locational reference. Those that didn’t needed to be manually geocoded, so they could also be mapped and analyzed. Some were beyond coding because they contained incorrect or missing latitude or longitude coordinates, inconsistent or incomplete street names or addresses, or no location reference at all.

“...data inaccuracy or omission. That’s still a surprisingly high percentage but not when compared with the surrounding eight counties including, for the purpose of this analysis, Madison County to the northeast. (NOTE: This project analyzed records from the entire nine-county area, exceeding the boundaries of the MPO’s metropolitan planning area shown on page 3.) A full two-thirds of these nine counties, six in all, had more than half of their crash records deemed unmappable.

“We recognize this is a new program,” says Swenson. “Our plan is to establish a relationship with the Indiana State Police in a cooperative effort to improve the data.”

For more information on the MPO’s Crash Data Analysis project, or on the Highway Safety Improvement Program, contact Catherine Kostyn (317/327-5142, ckostyn@indygov.org) or Andy Swenson (317/327-5132, aswenson@indygov.org).

“...null or stated as 0/0 or 40/-86 with no accompanying decimal places, notes Kostyn. “Again, this does not automatically reflect on the officers filing these reports. It could, instead, reflect a systemic problem or one more related to how data entry is handled or software incompatibilities.”

Interestingly, the most populated county analyzed and, therefore, the one presumed to have had the most recorded crashes, had the lowest incidence of unmappable records in 2004-2006. Only 15% of Marion County’s crash records were unmappable due to data inaccuracy or omission.
MPO Adds Staff

Many hands make light work, or so the saying goes. It will be a while before members of the MPO staff can validate that expression, having worked short-handed for most of its existence.

“We started this year with seven people, which is right about where our staff size has hovered ever since I joined the MPO in July of 1994,” says MPO Manager/Master Planner Mike Dearing. “It really wasn’t enough people even then, and our planning area and range of responsibilities have expanded dramatically over the last 14 years.”

For example, the MPO’s Metropolitan Planning Area (MPA – see map, page 3) expanded by 528 square miles due to the 2000 Census which showed contiguous urbanization throughout that area.

“That means we were suddenly the primary transportation planners for a new total of 1,300 sq. miles and needed to work closely with a lot of new planning partners in those neighboring jurisdictions,” explains Dearing. “It was obvious we needed more, experienced people to help anticipate and address the mobility needs of Central Indiana. So much so, in fact, that increasing staff size was a recommendation our federal review team made during our 2006 certification review process.”

With federal funding of regional transportation projects recommended by the MPO’s planning process riding on re-certification, it was a ‘suggestion’ everyone took seriously. In late 2006, Dearing met with Indianapolis Mayor Bart Peterson and secured firm approval to expand staff despite tight city dollars. (Traditionally, 80% of MPO activity and operating costs are federally funded, while the remaining 20% has been funded by the City of Indianapolis. Over the last two years, however, neighboring jurisdictions within the MPO’s planning area have begun to contribute to the MPO’s planning fund in relative proportion to how much they benefit from the planning activity).

“We began looking almost immediately and were fortunate to find two great staff additions who really fit our needs,” notes Dearing.

Andy Swenson joined the MPO in June of 2007 as Principal Planner. He began his planning career as a long-range transportation planner for the Indianapolis MPO in 1984, but since 1986 has had various other positions with different Indianapolis-Marion County government agencies specializing in municipal information systems development, public information access policy, and enterprise data development. Most recently, Andy managed the Information Resources and Policy Analysis Section of the City’s Division of Planning.

Andy’s responsibilities include management of the Travel Demand Model, management of data development and GIS resources, project manager of the upcoming Household Travel Survey and involvement with policy analysis and studies, including maintenance of the MPO’s economic and demographic projections.

“I’m glad to be back with the MPO after more than 20 years,” says Andy. “Although maximizing the safety and efficiency of the regional transportation system remains our primary goal, the issues, modes and partners now considered by the MPO planners on a daily basis has exploded. It’s really an exciting, vital place to be.”

Andy earned an A.B. in Economics and a Masters Degree in Urban Planning from the University of Illinois at Champaign-Urbana. He is originally from Moline, Illinois and currently resides in Washington Township, Marion County with his wife, Susan Griffis Swenson and their children.

Anita Bjork also joined the MPO in June, 2007 as an Administrative Assistant. Anita was born and raised in Midland, Michigan and relocated to Indiana in 1991. She earned an Associate degree in Education from Delta College, will be completing her B.A. in Management from Indiana Wesleyan, and plans to enter the Graduate Program at the University.

As Administrative Assistant, Anita’s responsibilities include contract management, liasion between MPO and other departments, scheduling and recording of meeting minutes for the IRTC and day-to-day office operations.

“I’ve been in my position about six months and I’m still surprised at the breadth of work and sheer number of projects the MPO drives,” Anita says. “I’ve been able to utilize all my talents, including some Spanish translation to assist our staff.”

Anita enjoys visiting friends, traveling, and especially visiting her two sons; C.K. Bjork and his wife Heather in Columbus, OH, where he attends Trinity Lutheran Seminary, and Addison, her youngest, who is a successful musician and guitarist in New Jersey.

“We have plans to add another Principal and Senior Planner within the next six months,” notes Dearing. “Our goal is to better cover our core responsibilities, while expanding the range of projects we’re able to accommodate for our various planning partners.”

For more information on the MPO staff and its expansion plans, contact Mike Dearing at 317/327-5139 or mdearing@indygov.org.
IndyGo Express Commuter Service

On the morning of Monday, October 15, IndyGo kicked off its new Fishers Express Commuter Service from the parking lot of the Eastern Star Church at 106th Street and Lantern Road. Morning service commenced promptly at 6:05 AM with six morning rush hour runs timed 30 minutes apart through 8:35 AM. The service to downtown Indianapolis takes approximately 40 minutes via Binford Boulevard and makes six downtown stops before looping back north. End-of-day return trips run from 4 PM through 7 PM. The fare is $2 one-way, and only rush hour, weekday service is currently planned.

“We’re using contracted, luxury coaches and direct routes with minimal stops to attract people with the comfort and convenience of mass transit,” explains IndyGo President Gilbert Holmes. Judging from early ridership figures, the plan is working. “This service could put us one step closer to making a regional rapid transit system a reality, because it shows there’s a real demand for transit service right in the northeast corridor where the RTS Starter System has been proposed,” he notes.

Each bus seats about 50 people and can accommodate two wheelchairs. On-board amenities include reclining seats and reading lights. More than 100 riders took advantage of the service on its first day and numbers have built steadily since then.

“This is the first commuter bus service from Hamilton County since IndyGo ended its HyperFix-related express service on March 31, 2004,” notes Holmes.

The Fishers Express Commuter Service is being funded with a three-year federal grant. A second Express Commuter route is planned for Carmel where inbound passengers could be picked up in the Meijer parking lot at 126th Street and US 31. This service is anticipated to begin shortly. The projected annual cost to plan, operate and promote both Express Commuter Routes is $1,517,120. The three-year projected cost of the program is $4,551,360, 80% of which would be covered by a Congestion Mitigation and Air Quality (CMAQ) grant ($3,641,088). The remaining $910,272 will come from the communities enjoying the newly established transit service.

INDOT 69/465 Expansion Plans

On Wednesday, October 24th, the Indiana Department of Transportation (INDOT) unveiled its $550 - $600 million plan to expand I-69 and I-465 at a public meeting in Fishers. The work, scheduled to begin in 2012, includes more lanes and enhanced interchanges stretching across eight miles of I-465 from U.S. 31 North to the East 56th Street interchange and 2.6 miles along I-69 from the intersection of 75th Street and Binford Boulevard to half a mile south of the 96th Street interchange.

“The plan calls for 14 lanes across I-69, among other things. A $6 million Major Moves project is currently underway on I-69 and I-465 to reduce ‘choke points’ until permanent relief comes with construction of the new plan in five years,” an INDOT spokesman says.

About 100 people attended the meeting, many voicing concern about the impact such roadway expansion will have on nearby homes and businesses. Additional public meetings will be held before the land acquisition phase of the project begins. “Consulting teams submit project proposals and public involvement is one of the criteria we use to evaluate them,” explains the spokesman.

Final PPP Now available

The MPO’s Public Participation Plan (PPP) is now available in both an English and Spanish version via internet download from www.indympo.org or, upon request, as a hard copy (contact Catherine Kostyn at 317/327-5142, ckostyn@indygov.org). Following a substantial public review period during which awareness and participation was promoted via display advertising in The Indianapolis Star, La Voz De Indiana, and The Indianapolis Recorder; radio spots on WFYI; public and media relations; public meetings, including the Citizens Advisory Committee meeting; and web announcements; the revised draft plan was approved by the Indianapolis Regional Transportation Council – the decision-making body for the regional transportation planning process – and subsequently adopted by the Metropolitan Development Commission on June 20, 2007.

The primary goal of the PPP is to solicit and facili-
During most of the spring and summer, the MPO and its chosen project consultants prepared and executed a roll out of information and public participation opportunities for two major transportation-related studies that are being conducted simultaneously: the Alternatives Analysis phase of the rapid transit study DIRECTIONS, and Phase 1 of the Regional ‘Smart Growth’ Land Use Study (see related story, page 1).

“It’s unusual for all concerned to conduct these efforts concurrently,” acknowledges MPO Senior Planner and project manager Amy Inman, M.S. “But we undertook the planning challenge because of the close relationship of the studies and the need to review their findings at the same time. The current phase of DIRECTIONS (see related story, page 23) will provide findings on the most efficient and effective route and mode for a rapid transit starter system in the northeast corridor. Phase 1 of the land use study will identify opportunities for transit-oriented development in the northeast corridor and, eventually, throughout the region.”

To bring DIRECTIONS back to top-of-mind awareness for regional media and residents alike, and to introduce the goals and methodology of the land use study, the MPO conducted a series of seven public meetings throughout the summer. The first took place on the evening of Thursday, June 28th at the Indianapolis Convention Center. Called the Transit Education & Awareness Meeting, it featured internationally known transportation and urban planner, Dr. Reid Ewing.

Dr. Ewing is a Research Professor at the National Center for Smart Growth, University of Maryland, Associate Editor of the Journal of the American Planning Association, columnist for Planning magazine, and Fellow of the Urban Land Institute. He holds Masters Degrees in Engineering and City Planning from Harvard University and a Ph.D. in Transportation Systems and Urban Planning from the Massachusetts Institute of Technology. He has authored Developing Successful New Communities for the Urban Land Institute; Best Development Practices and Transportation and Land Use Innovations for the American Planning Association; and Traffic Calming State-of-the-Practice for the Institute of Transportation Engineers. His study of urban sprawl and obesity received the most national media coverage of any planning study ever!

“It was a great kick-off to the public information phases of both studies and drew more than 160 people downtown on a steamy summer evening right in the

cont on page 18, see Public Awareness
middle of peak vacation period,” says Inman of the event held less than a week before July 4th. “Those in attendance, including WISH-TV, WRTV-TV and WIBC, got an overview on the inter-relationship between mass transit and urban and environmental health.”

Throughout July and August, the MPO followed up its kick-off meeting with six Land Use & Transit Public Forums held in Greenwood (July 18), Avon (July 19), Fishers (August 21), North Indianapolis (August 22), West Indianapolis (August 29) and downtown Indianapolis (August 30). Their purpose was to gather informed public input on current planning activity, including five different transit station types under consideration (see related story, page 9) and to review progress to-date on the rapid transit study.

The meetings, however, were only the tip of the iceberg in AA/Land Use Study communications activity during this period. Early work included the development of study talking points to aid IRTC members in dealing with the media (April). Communications theme research and development began at the same time, as did the research and compilation of a list of facts/benefits for both land use and rapid transit to be used in literature, advertising, and as web site content. In addition, theme development products were used to guide the domain name search which resulted in the selection of www.cleardirections.info as the studies’ URL.

Literature

Both DIRECTIONS AA Update and Regional ‘Smart Growth’ Land Use literature was produced for meeting distribution. Three Media Advisories were sent over a two to three week period prior to each meeting, resulting in pre- and post-event coverage in The Indianapolis Star, WIBC and television network affiliate Community Calendars.

WCTY taped the entire Ewing presentation on June 28th, and the August 22nd forum and has re-broadcast it event repeatedly since. These presentations are also permanently available through the WCTY On-Demand Library. Both may also be made available on the cleardirections.info web site. In addition, WCTY had developed special programming featuring Inman and HNTB project consultant David Wenzel for broadcast on Channels 28 (ComCast) and 17 (Bright House Network).


All meetings were also promoted via e-mail to a growing list of self-identified stakeholders who include members of the media, elected officials, neighborhood and civic organization officers and members, MPO Planning Partners, Public Information Officers identified by IRTC members, and interested parties from the general public. The list, compiled mainly from past meeting sign-in sheets, now stands at 400-500. Three ‘e-vites’ were sent coinciding with the release of each Media Advisory. At least two advisories per meeting were distributed to the MPO’s full media list of 40+ news outlets, as well as this Stakeholders List. Notably, no e-vite recipient has ever requested removal from the MPO’s stakeholders list.

Three weeks of radio spots, promoting the meeting and referring interested listeners to the MPO web site (www.indympo.org) or the new cleardirections.info web site for Public Awareness (from page 17) cont on page 19.
Public Awareness
(from page 18)

more information, also ran on WFYI. Meeting details and study information also appeared in the Indiana Business E-Newsletter.

Despite holding these meetings during a record heat wave, at the height of vacation season (June 28, July 18-19), during Back-to-School week (August 21-22) or just prior to the long Labor Day Weekend (August 29-30), transit’s most avid regional supporters found their way to them, as did the media.

Opportunities to keep the studies before the public will continue to be cultivated by identifying and promoting ‘newsworthy’ findings, decision-points or timeline schedule changes. Upcoming examples include the full web site going on-line (An interim site has been on-line since mid-June), access to HNTB’s interactive land use presentation, the five types of transit stations being discussed, IRTC votes as they relate to the studies, AA ridership projections and upcoming workshops.

For more information on either the Alternatives Analysis phase of the rapid transit study DIRECTIONS or Phase I of the Regional ‘Smart Growth’ Land Use Study, contact project planner-in-charge Amy Inman (317/327-5646, ainman@indygov.org).

Public Comment

The primary goal of the MPO’s Public Participation Plan (see related story, page 16) is to solicit and accommodate meaningful public involvement in the regional transportation plan process. A measure of that involvement is the extent to which the MPO captures and considers public input, and is able to document the impact of that consideration on its subsequent process recommendations.

For this reason, teMPO introduces here a new, semi-regular feature that spotlights direct communication between the public and its MPO. The e-mail featured here was sent unsolicited to MPO Manager/Master Planner Mike Dearing in early September, following the series of public awareness meetings that reported, in part, on the current status of the rapid transit study DIRECTIONS and their attendant media coverage. The message appears here verbatim and with the express permission of its author.

From: David Mierau
Sent: Tuesday, September 11, 2007 8:22 AM
To: Dearing, Michael D
Subject: Rapid Mass Transit System

Mr Dearing:

This message serves as my endorsement for a rapid transit system such as a light rail commuter train from the Noblesville area to downtown Indianapolis.

I recently read an article on wthr.com regarding a new study being conducted regarding the potential for this service, and I would absolutely utilize the system should it be provided. I also believe that many of my neighbors and friends would utilize the system from the Noblesville area since this topic often comes up in our conversations. Not only would the system be used for workday commuting, but also for weekend commuting to downtown for shopping and sporting events.

Commuting by mass transit has numerous benefits, as I’m sure you are aware, ranging from reduced emissions, less congestion and wear on roadways, reduced spending for expanding roadways, reduced costs on personal transportation (maintenance, fuel, vehicle depreciation), and also allows me to be somewhat more productive during my commute to safely use a cell phone or even a laptop while on a commuter train.

Please add myself and my family to the list of endorsers for this project, and I’m hoping to hear good news soon regarding a decision to start a rapid mass transit system from the NE suburbs to Indianapolis.

Best Regards,
David Mierau, PE

If you would like to communicate directly with the MPO on any matter regarding the regional transportation planning process, and have your comment considered for spotlight publication in teMPO, write Mike Dearing (mdearing@indygov.org) or the MPO’s Public Involvement/Communications Consultant Joe Whitman, APR (whitman@netdirect.net) under the Subject Line: teMPO Spotlight Comment.
increase of 271%! ‘Wasted’ fuel per peak traveler due to congestion delays was nine gallons in 1982, but 26 gallons in 2005 – a 289% jump. And, the average cost of congestion per peak hour traveler, including lost time and money, almost tripled over the last 23 years, from $260 in 1982 to $710 in 2005. Nationwide, the cost of congestion in 2005 dollars was $14.9 billion in 1982; in 2005, a staggering $78.2 billion, or 525% jump!

“You can get lost in the numbers, but they should be considered in context,” says MPO Assistant Manager/Master Planner Philip Roth, AICP. “With sponsorship from the National Cooperative Highway Research Program of the Transportation Research Board, the methodology of the Urban Mobility Study was revised to take advantage of detailed data sources that weren’t previously available. That’s why no study was issued last year,” Roth explains. “All of the congestion statistics in the 2007 study report have been revised for all years going back to 1982 so that true trends could be identified. For this reason, some findings feel counter-intuitive and seem to reflect an improvement in our regional congestion status where we know none exists,” he says. “The big thing to remember is that this report shows that congestion has gotten worse in urban areas of all sizes between 2004 and 2005 – more wasted fuel, more unproductive time, higher congestion costs.”

For example, the study’s revised methodology shows that the estimated average travel speed on the most congested freeways nationwide is better in the 2007 than it was in the 2005 report. However, the year-to-year congestion trend is still “up.” Also, the 2007 report estimates congestion problems in all of America’s urban areas (437 nationwide) instead of only the 85 largest urban regions, as before. The 352 added regions were mostly small areas with relatively low congestion levels. Their addition reduces the average congestion values for each person traveling in the peak period (i.e. a little more delay spread over a lot more people), but it also increases the total congestion estimates (i.e. a lot more people, each of whom have a little more delay). The benefits of operational treatments, such as traffic light synchronization, and of public transportation, also appear diminished in 2007 when compared to the 2005 report. The actual numbers would increase if the same study methodology had been used.

“Other real-world factors could help account for the suppressed appearance of some findings,” says Roth. “For instance, gas prices first broke the $2/gallon mark in 2005 – the year of the most recent previous report. Maybe this impacted total miles traveled and the use of single-occupant vehicles. Locally, several factors also could be influencing our numbers. For example, we’ve increased lane capacity on I-70 and on the northwest and southwest legs of I-465 since the last report,” he notes.

“Because we have a relatively low freeway and interstate lane mileage total for a region of our size, these changes might be having a deceptively positive impact on our stats. Finally, there is a discrepancy with the Highway Performance Modeling System used by the Indiana Department of Transportation (INDOT) which helps report data to the study authors. It currently encompasses only Marion County, not the newly urbanized area which greatly expanded the MPO planning area in 2003. For this reason, we feel a lot of population, travel demand and resulting congestion is going unaccounted for.”

Indy By The Numbers

In TTI’s 2007 Urban Mobility Report, Indianapolis ranks 30th worst in the list of the nation’s 85 largest cities. That’s an apparent improvement in our position over the 2005 report where our region was ranked as 27th worst. However, most or all of our individual congestion-related numbers have gotten worse over the last two years. So, our rise in the standings has more to do with other urban areas suffering the growing impacts of congestion to a greater degree than we are, rather than an actual regional improvement.

“We’d like to think that the rise in our standing among our peer cities is evidence of the positive cont on page 21, see Indy’s Congestion Ranking
Indy’s Congestion Ranking

(from page 20)

effect our long term planning and the efforts of our planning partners are having on our region,” says MPO Manager/Master Planner Mike Dearing. “After all, our regional population growth continues to outpace road construction and our annual number of vehicle miles traveled has gone through the roof. But, maybe what we’re seeing here is the mitigating effect of working toward a balanced regional transportation system that employs pedestrian, bicycle and mass transit to an increasing extent, as well as operational treatments such as freeway incident management, arterial street signal coordination, and arterial street access management.”

Area motorists spent an average of 43 hours delayed in rush hour traffic in 2005, more than an entire work week, ranking us dead-even with drivers in Minneapolis-St. Paul at 23 (Annual Delay Per Traveler). Two years ago, we were ranked dead even with Philadelphia at 38 hours. Since 2005, our region has added 5 hours of delay, while the City of Brotherly Love has held steady, still at 38 hours, and ranking ten places behind us at 33, though it is a much larger urbanized area with at least twice the population.

Total hours of congestion delay throughout the region in 2005 was 24,318,000 hours — up more than 3.3 million hours in just two years. Fuel wasted by that congestion regionwide was a whopping 16,098,000 gallons. And, the cost of that congestion on the region in productivity and wasted fuel was $478,000,000, ranking us 28th by that dubious criteria.

Over the 23 years of data used by the study, the hours of traffic delay per peak hour traveler in Indianapolis rose from 4 in 1982 to 43 in 2005 – an increase of more than 1,075% despite added roadway capacity during that same period.

Still, as Dearing noted, Indianapolis fares better than many large cities thanks, in part, to the efforts of the MPO and its planning partners to enhance the efficiency of the regional transportation system, thereby blunting the impact of rapid and continuing growth. In 2005, the average amount of time an urban commuter was delayed by traffic in America’s 85 largest urban areas was 44 hours. In 22 cities, the total exceeded that, topping out at 72 hours in Los Angeles and 60 hours each in San Francisco, Washington D.C. and Atlanta. The Texas Transportation Institute defines traffic delay as the extra travel time during the year divided by the number of travelers who begin a trip during the peak period (6-9 AM, 4-7 PM).

“Operational treatments, or traffic management techniques, have proven...”

The Benefits of Public Transportation Service

Among the things measured by the 2007 Urban Mobility Report is the impact of mass transit on our region. Though the total annual passenger–miles of travel appears to have declined from 2000 to 2005, the advantages of mass transit on our regional transportation system are clear.

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<td>Annual Passenger-miles of Travel (million)</td>
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<td>Unlinked Passenger Trips (million)</td>
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<td>Travel Time Index* (combined road &amp; transit)</td>
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<th>Conditions if Public Transportation Service were Discontinued</th>
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<td>Travel Time Index*</td>
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* Travel Time Index – A measure of congestion that focuses on each trip and each mile off travel. The ratio of travel time in the peak period to travel time in free-flow. A value of 1.30 indicates a 20-minute free-flow trip takes 26 minutes during peak or rush hour traffic.
Indy’s Congestion Ranking
(from page 21)
effective at reducing regional congestion,” says Roth. “The MPO recommends incident management, signal coordination, and access management wherever possible, as relatively low-cost steps toward improved traffic flow and air quality.”

The Urban Mobility Study found that traffic-management techniques saved the Indianapolis region 697 million hours of delay and $13.8 million in delay-related costs in 2005. The techniques include using entrance ramp meters to regulate traffic flow on freeway entrance ramps and “traffic incident” management programs, which seek to reduce the impact of traffic-jammers like collisions, road debris and disabled vehicles.

In addition, the 2007 Urban Mobility Report found that public transportation saved the region 308,000 hours of congestion-related delay and $6,000,000 in congestion-related costs – considerable numbers when you consider that only approximately 2% of the regional population rides IndyGo, and mainly within Marion County.

But, for now, the ‘good news’ only goes so far. The report makes its findings very clear from its first paragraph:

Congestion is a problem in America’s 437 urban areas and it is getting worse in regions of all sizes. Congestion caused urban Americans to travel 4.2 billion hours more and to purchase an extra 2.9 billion gallons of fuel for a congestion cost of $78 billion. This was an increase of 220 million hours, 140 million gallons and $5 billion from 2004. The solution to this problem is really to consider implementing all solutions. One lesson from more than 20 years of mobility studies is that congestion relief is not just a matter of highway and transit agencies building big projects. Those are important. But so are the actions by businesses, shippers, manufacturers and employers, as well as commuters, shoppers and travelers for all reasons.

“Congestion, and its impacts on the regional economy, environment and quality-of-life, is everyone’s problem,” says Dearing. “And that’s why effective solutions, such as the rapid transit system being considered by DIRECTIONS, should be embraced by everyone, even drivers who never intend to personally use the system. Everyone wins when our roadways are less congested and our traffic flows better,” Dearing explains.

cont on page 23, see Indy’s Congestion Ranking

Growth in Congestion Delay: Traveler vs. Region
Take a look at the two graphs below, both from the 2007 Urban Mobility Report. Can they both be true and accurate? Can they both make sense, or are their findings mutually exclusive?

The Growth in Delay per Peak Traveler graph, shows that, at 43 hours in 2005, congestion delay has grown faster in the Indianapolis region that the average delay for all 25 urban centers classified as Large Areas (populations between 1 and 3 million).

Yet, in the Growth in Total Delay graph, the average Large Area Delay is 33,809,000 hours, while our region’s delay total is a relatively puny 24,318,000.

How can our growth in delay per traveler exceed the Large Area average, while our growth in total delay falls far short of it? E-mail your theory to whitman@netdirect.net

The first respondent with the right answer will be acknowledged in the next issue of teMPO.
tate informed public participation in the regional transportation planning process. Its benefits include increased awareness of both the MPO and its planning initiatives, greater community interaction in all aspects of the planning process, a better understanding of the transportation problems facing the region, effective consensus-building for process recommendations that truly represent locally preferred alternatives, a greater exchange of ideas among all population segments, and more public comfort and familiarity in dealing with the MPO and its planning partners.

**DIRECTIONS Update**

Work on the rapid transit study DIRECTIONS is continuing throughout the remainder of the year and is likely to be the subject of public meetings in early 2008. The current alternatives analysis phase of the study is focusing on positioning the region for a successful application to the Federal Transit Administration (FTA) to secure federal funding and to allow the proposed starter system in the Northeast Corridor to enter the new starts pipeline in preliminary engineering. Project consultant HNTB Corporation, working with Cambridge Systematics, is narrowing the 12 route and mode alternatives still under consideration to one or two for evaluation in the Draft Environmental Impact Statement (DEIS) Phase, beginning in 2008. Developing new projected ridership and capital cost estimates is part of the process currently underway – information that will be shared at public meetings, when completed.

For more information on DIRECTIONS, contact MPO Senior Planner Amy Inman, M.S. (317/327-5646, ainman@indygov.org), or visit www.cleardirections.info or www.indympo.org.

**New Face, New Pace**

Like the region’s transportation needs, teMPO is evolving. With this issue, the MPO’s official newsletter of the regional transportation planning process, introduces a new look and new features.

“Our masthead now incorporates our logo,” notes MPO Manager Mike Dearing, “a change we’ve wanted to make for some time. We also hope to introduce new features, like Public Comment (page 19) while continuing to run reader favorites, like MPO Profile (page 3) and Q & A (page 2).”

There also have been changes in publication format and type fonts, as well as a decision to run more story-related graphics, when available.

“It’s an update, in style and content,” says MPO Communications Consultant Joe Whitman, APR. “We’re evolving to stay fresh for the 4,000+ readers teMPO has attracted over the last few years.”

If you have suggestions for future teMPO changes, send them to Mike Dearing at mdearing@indygov.org or Joe Whitman at whitman@netdirect.net.
are state secrets among the O.P.E.C. nations,” notes Roth. “Entire national economies depend on this one commodity, so any information likely to influence pricing or rate of consumption is tightly held,” he explains. “That certainly would be true of any information that suggests the world’s petroleum supply is currently in a state of decline. But, that appears to be the case.”

How do we know? Because of Hubbert’s finding. Though production figures from oil-rich countries remain tightly guarded secrets, oil ‘strikes,’ or the discovery of new wells, are fairly common knowledge. By all accounts, those strikes peaked in the mid-80’s. Since then, the number of new well discoveries has tapered off. That means that fewer wells are now producing less oil today and that the peak number of

cont on page 25, Peak Oil Prognosis

LOCALIZED PROBLEM ASSESSMENT

Mary McKee, then Director of Public Health Practice at the Marion County Health Department, made a presentation at the American Public Health Association’s 2006 Conference. In it, McKee proposed a four-phase process for developing a local health oil depletion plan.

Phase 1 - Localized problem assessment
“There are four parts to this first phase:

“One - Selecting a strong, but flexible, leader who is peak oil aware.

“Two - Team formation. Aim for a multi-disciplinary team including members from the local health department, wider community, and state health authority.

“Three - Studying the problem from the local angle. The Peak Oil Task Force Briefing Book from the City of Portland, OR is a great place to start. To provide a broader perspective on the problem, also read the WHO publication Healthy Urban Planning in Practice. The latter includes a list of structured questions that aim to ensure that plans promote health, fairness, equal access, environmental improvement and climate stability.

“Four - Scenario development. Design and run oil scarcity scenarios to assess the adequacy of a plan. One possible scenario could be the destruction of an oil refinery.

Phase 2 - Plan development
“Layer your plan into an existing comprehensive emergency management plan (if one exists) in much the same way that many organizations annexed their pandemic influenza plans into a larger document. The Pandemic Influenza Plan developed by Santa Clara County (California Health Department) is a good model to start with, if you want to develop one.

Phase 3 - Implementation
“It has become apparent, after the experience of the past few years, that all disasters are local. A corollary of this is that we should not count on external help, if Hurricane Katrina is any example.

“We will need to rediscover how to work with, and trust, our neighbors. One way would be to reorganize people into neighborhood groups of ten households each led by a “captain”, in much the same way as the old civil defense model.”

Phase 4 - Evaluation and maintenance
“All good planning processes need to include an evaluation system. I would suggest that the plan be reviewed yearly, and modified as needed in response to new information about peak oil, world events such as localized oil shortages, refinery accidents, etc, and following the running of simulations.

“We received a wonderful gift over forty years ago from Dr Hubbert in the form of advance warning on when the earth’s supply of oil will be gone…it’s time for public health leaders to pick up this gift and do something with it.”
Peak Oil Prognosis
(from page 24)

wells discovered in the 80’s are approaching the end of their life cycles, or have already stopped producing.

Think Globally, Act Locally

So, what does that mean to the Indianapolis region? Among other things that the delivery of preventive and emergency health services could be interrupted or severely curtailed.

As stated on postcarboncities.net, a web site of the not-for-profit Post Carbon Institute, “Our health care system is incredibly dependent on petrochemicals” and “Petroleum scarcity will affect the health system in at least 4 ways: through effects on medical supplies and equipment, transportation, energy generation, and food production.” This is where the Marion County Health Departments Peak Oil Group (P.O.G.) comes in.

Founded in 2006, the P.O.G. has as its goal the development of strategies to maintain and enhance the delivery of such services despite declining fossil fuel availability.

“Most of us can easily understand the impact a scarcity of petroleum products would have on emergency health services, like ambulances and paramedics,” says Roth. “But the impact of such diminished resources would be just as great on preventive health tools and measures, such as the Visiting Nurses Service, mobile screening units, and the transport/delivery of vaccines and prescription drugs.”

How long do groups like P.O.G. have to find solutions to anticipated fossil fuel shortages? Estimates vary with many geologists envisioning effective global depletion by 2030. Economists, believing that growing petroleum shortages will drastically increase prices which, in turn, will slow consumption, are slightly more optimistic.

“It really isn’t a significant difference,” says Roth. “A few years, give or take, does not change the prognosis of most of the scientific community. Our Regional Long Range Transportation Plan goes out to 2035. So, we’re talking about something likely to occur within the duration of our current plan. That makes it very real to a lot of people,” he says. “It’s just down the road. That’s why the MPO is happy to be part of MCHD’s Peak Oil Group working on potential solutions.”

Look for details on potential strategies to minimize the effects of petroleum depletion on the delivery of regional emergency and preventive health services in future issues of teMPO. For more information on the MCHD’s Peak Oil Group, contact Philip Roth at 317/327-5149 (proth@indygov.org).

Did You Know...

that commuters in Hamilton, Hendricks and Marion Counties spent less time on the road in 2006 than they did the year before, but still exceed the state average commute time of 22.3 minutes.

Source: Census Bureau, American Community Survey

O & A
(from page 2)

projects under the planning heading of Multi-Modal Planning because of our ongoing mission to develop a modally 'balanced' regional transportation system to enhance efficiency and safety. In 2007, such projects included the rapid transit study; CIRTA and Transit Coordination; Bicycle, Pedestrian and Transit Coordination; Multi-modal System Planning; Cultural Trail Coordination; Regional Education Element and Transit Decision Tool; and, IndyGo Transit Assistance. Other major project categories to carry over from 2007 include the Regional Transportation Plan, Public Involvement, Freight Planning, Air Quality Planning and the Regional Transportation Improvement Program – each reflecting on-going areas of activity for the MPO.

For more detailed information on the MPO’s 2008 “to do” list, visit www.indympo.org. A downloadable 2008 UPWP document soon will be available. Or, watch for further coverage of the finalized Unified Planning Work Program in the next issue of teMPO.
5. Participate in health, job and community fairs to the extent possible given limited staff, by partnering with an appropriate EJ-related group. This will help not only cut the time and budget that needs to be invested, but also could provide a “real world service” focus to the booth apart from the MPO’s long range ‘theoretical’ planning message.

6. Invest in the primary EJ segments with whom you hope to have an on-going relationship by sponsoring grass-roots programs of benefit to that community. These sponsorships would help attest to the fact that the MPO is part of the community and shares at least some of the same values and goals. All programs, however, should tie into transportation planning in some way, just as the long term sponsorship of Pedal & Park exemplifies the MPO’s commitment to diversifying the regional transportation system and making the community more bicycle- and environmentally friendly.

7. The MPO’s Environmental Justice activity needs to become a public relations focus to the broader; traditional media outlets as well as to niche EJ media outlets. Promoting awareness of this activity within the press, on talk radio (WIBC & WFYI), and on television raises its profile and shows the importance the MPO places on this activity. It also reaches members of the EJ population who live in many ‘worlds’, moving between commonly frequented venues and those unique to his/her own EJ community.

Research clearly indicates that the most effective EJ outreach efforts involve tailoring materials and strategies to a specific audience. So, self-interest remains a constant between EJ and broad public outreach. Everyone wants to know how their interests are being served. Maslow’s Hierarchy of Need suggests that people are only capable of taking the ‘big picture’ into account and acting for the common good once their own basic personal needs are met. That’s unlikely to be members of the most under-served, dis-enfranchised population segments. So, the MPO should not expect to “get points” for making the effort and investment needed to address the needs of one EJ segment from any other EJ segment. Cross-over good will is unlikely to be a by-product of this on-going effort. A more likely response would be, “Why are they more important to you than we are?”

EJ-related sponsorship investments might include safe “walk to school’ programs or sponsorship of neighborhood path beautification projects.

8. Because of the above stated need to tailor communications to each segment and for each outreach effort (and planning project), we recommend employing low and no cost communication

**Did You Know…**

Did You Know that, despite widespread rush hour congestion statewide, just 9.9% of Hoosiers age 16 and older car-pool, and the vast majority of those who do share the ride with just one other person.  
Source: Census Bureau, American Community Survey

What is Environmental Justice?  
The questions comes up repeatedly, even among those working within government agencies and federally funded initiatives. Even among participants in this project’s Focus Group in Fishers on June 13, 2007. And, why shouldn’t it? Rather than rely on a vague understanding of what Environmental Justice or E.J. is, we define it here.

Environmental Justice refers to a concept described in the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and Presidential Order 12898 which was signed by then-President Bill Clinton on February 11, 1994.

The order directs each federal agency to develop a strategy for “identifying and addressing disproportionately high and adverse human health and environmental effects of programs, policies and activities on minority and low income populations.” Funds were allocated to federal agencies and state governments to assist communities in developing strategies to alleviate local environmental problems. The MPO’s current EJ initiative intends to exceed this standard by making active and continuing participation in the regional transportation planning process by recognized EJ population segments a goal.

NOTE: It would be a mistake to unconsciously assume that the people we’re trying to reach with these strategies/tactics 1) are not already inti-
tactics whenever possible to stretch budget dollars. Broad ‘horizontal’ communications can justify the use of second and third color (advertising, publications), multiple pages or media searches, because they contribute to thousands or hundreds of thousands of gross impressions among readers/listeners/viewers. Being ‘vertical’ niche communications, EJ outreach tactics do not.

We recommend establishing various lay-out templates to insure quick and economical turn-around of EJ communications while getting the most attractive (and consistent) end products. This would also avoid any possible problem with one project (or EJ segment) being perceived as more important (better treated) than another.

9. Build metrics into every activity to measure the effectiveness of specific EJ outreach tactics. Document any questions asked at meetings, answers that were given, and follow up that was required/provided.

Note attendance with copies of sign-in sheets to assess appropriate future venues, day parts and locales as well as identify participation growth or decline trends.

Regularly ask meeting attendees 1) how they heard about the meeting, 2) if, and how they became familiar with the MPO’s work, and 3) what other, if any, MPO outreach tools they rely on.

Distribute tailored surveys (via key individuals and partner organizations), similar to the MPO’s general public survey, and analyze responses. Then, document how those responses were considered and whether or not they influenced a change in the project recommendation or a future work program. Such surveys can also help establish base line information to aid future measurement.

Ask meeting attendees, steering committee members and partner organizations what communications avenues they see or hear MPO EJ messages on most regularly. Document their responses and base future media investments on them.

Ask for input every time the MPO engages the public, including via automated systems (e.g. web site, comment line) and project-specific mailings, flyers, etc. Maintain documentation of input received and the influence it prompted.

10. Report proactively to all appropriate stakeholders, including EJ Steering Committee members, key community leaders, partner organizations, and both horizontal and vertical media on an annual basis (minimum).

Report both on the EJ process implementation as a whole and on EJ outreach linked to a specific planning initiative.

Make sure follow-up reaches the most appropriate people first. That is, report on the influence of the EJ process on a given planning recommendation to the people who participated in it and in the locale where they participated. Often, effective communications fail to manage ‘down’ as well as ‘up.’

Finally, use these reports to evaluate program effectiveness on an on-going basis.

For more information on the MPO’s EJ Initiative, or to be notified when the final project report is released, contact MPO Planner and project planner-in-charge Catherine Kostyn (317/327-5142, ckostyn@indygov.org).

Did You Know…

that, in Marion, Hamilton, Hendricks and Johnson Counties, about 4,000 more commuters left for work between 5:30 and 6:30 AM in 2006 to avoid traffic congestion than did the year before.

Source: Census Bureau, American Community Survey

EJ Excerpts

(from page 26)

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EJ Excerpts

(from page 26)
and Objectives and the MPO’s Vision Statement which is guiding the project.

The Transit Supportive Development Presentation, an interactive planning tool developed by HNTB, offers visitors a hands-on exercise in land use planning, providing both verbal and visual info on the subject.

The Current Activities page follows identifying six tasks that must be completed before Phase I of the Regional ‘Smart Growth’ Land Use Study concludes, including Task 2: Perform Development Potential Analysis, Task 3: Perform Development Potential Analysis and Task 5: Develop Transit Supportive Strategies.

The Transit Supportive Development page defines TSD as both pedestrian-friendly and transit-oriented, identifying the concept characteristics that support both goals.

The following page of TSD Principles and Typologies define Density, Design Aesthetics, Distinguishing Typologies and Diversity of Uses as predominant design influences and describe five different types of transit stations by the characteristics of the areas they serve.

The National Examples page identifies stations around the country that exemplify the different station types.

Study Documents will offer downloads of technical memos and planning papers produced by the land use study, when made available by the project consultants and the MPO. And the Discussion Board, again, will be a place for all interested parties to comment on both the subject of transit-supportive development as well as study progress and recommendations.

For a closer look at this information, visit www.cleardirections.info, or contact MPO Senior Planner Amy Inman (317/327-5646, ainman@indygov.org) to suggest site additions.